MONTANA

CODE

ANNOTATED

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CHAPTER 1

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Part 1

General Provisions

60-1-101. Legislative findings. The legislature recognizes that safe and efficient highway transportation is of important interest to all of the people of the state and hereby determines and declares that:

(1) inadequate highways, roads, and streets obstruct the free flow of traffic, increase costs of motor vehicle operation, endanger the health and safety of the citizens of the state, depreciate property values, and impede generally the economic progress of the state;

(2) the problems of establishing and maintaining adequate highways, roads, and streets, eliminating congestion, reducing accident frequency, providing parking facilities, and taking all necessary steps to insure safe and convenient transportation are urgent;

(3) adequate and integrated systems of highways, roads, and streets are essential to the general welfare of the state of Montana;

(4) providing adequate highway facilities is a proper public use and purpose, and that [this act] is necessary for the preservation of the public peace, health, and

safety, for the promotion of the general welfare, and as a contribution to the national defense.

History: En. Sec. 1, Ch. 197, L. 1965; R.C.M. 1947, 32-2201.

60-1-102. Legislative policy and intent. Consistent with the foregoing determinations and declarations, the legislature intends:

(1) to place a high degree of trust in the hands of those officials whose duty it is, within the limits of available funds, to plan, develop, operate, maintain, and protect the highway facilities of this state for present as well as for future use;

(2) to make the department of highways custodian of the federal-aid and state highways and to impose similar responsibilities upon the boards of county commissioners with respect to county roads and upon municipal officials with respect to the streets under their jurisdiction;

(3) that the state shall have integrated systems of highways, roads, and streets and that the department of highways, the counties, and municipalities assist and cooperate with each other to that end;

(4) to provide sufficiently broad authority to enable the highway officials at all levels of government to function adequately and efficiently in all areas of their respective responsibilities, subject to the limitations of the constitution and the legislative mandate hereinafter imposed.

History: En. Sec. 2, Ch. 197, L. 1965; amd. Sec. 68, Ch. 316, L. 1974; R.C.M. 1947, 32-2202.

60-1-103. General definitions. Subject to additional definitions contained in this title which are applicable to specific chapters or sections and unless the context otherwise requires, terms are defined as follows:

(1) "abandonment"—cessation of use of right-of-way (easement) or activity thereon with no intention to reclaim or use again (sometimes called vacation);

(2) "commission"—highway commission provided for in 2-15-2502;

(3) "condemnation"—taking by exercise of the right of eminent domain;

(4) "construction"—supervising, inspecting, actual building, and all expenses incidental to the construction or reconstruction of a highway, including locating, surveying, mapping, and costs of right-of-way or other interests in land and elimination of hazards at railway grade crossings;

(5) "control of access"—the condition in which the right of owners or occupants of abutting land or other persons to access, light, air, or view in connection with a highway is fully or partially controlled by public authority;

(6) "county road"—any public highway opened, established, constructed, maintained, abandoned, or discontinued by a county in accordance with Title 7, chapter 14;

(7) "department"—department of highways provided for in Title 2, chapter 15, part 25;

(8) "director"—director of highways, a position provided for in 2-15-2501;

(9) "easement"—a right acquired by public authority to use or control property for a designated purpose;

(10) "eminent domain"—the right of the state to take private property for public use;

(11) "federal-aid highway"—any public highway which is a portion of any of the federal-aid highway systems;

(12) "federal-aid highway systems"—all of the systems named hereafter and their urban extensions;

(13) "federal-aid interstate system"—that system of public highways selected by the commission in cooperation with adjoining states, subject to the approval of the secretary of commerce, as provided in the Federal Highway Act, as amended;

(14) "federal-aid primary system"—that system of connected public highways designated by the commission, subject to the approval of the secretary of commerce, as provided in the Federal Highway Act, as amended;

(15) "federal-aid secondary system"—that system of public highways not on the federal-aid primary or interstate systems selected by the commission in cooperation with the boards of county commissioners, subject to the approval of the secretary of commerce, as provided in the Federal Highway Act, as amended;

(16) "fee simple"—an absolute estate or ownership in property including unlimited power of alienation;

(17) "highway"—includes rights-of-way or other interests in land, embankments, retaining walls, culverts, sluices, drainage structures, bridges, railroad-highway crossings, tunnels, signs, guardrails, and protective structures;

(18) "highway", "road", "street"—whether they appear together or separately or are preceded by the adjective "public", these are general terms denoting a public way for purposes of vehicular travel, including the entire area within the right-of-way;

(19) "highway authority(ies)"—the entity(ies) at any level of government authorized by law to construct and maintain highways;

(20) "maintenance"—preservation of the entire highway, including surface, shoulders, roadsides, structures, and such traffic-control devices as are necessary for its safe and efficient utilization;

(21) "public highways"—all streets, roads, highways, bridges, and related structures which have been or shall be:

(a) built and maintained with appropriated funds of the United States or the state or any political subdivision thereof;

(b) dedicated to public use;

(c) acquired by eminent domain;

(d) acquired by adverse user by the public, jurisdiction having been assumed by the state or any political subdivision thereof;

(22) "right-of-way"—a general term denoting land, property, or any interest therein, usually in a strip, acquired for or devoted to highway purposes;

(23) "state highway"—any public highway planned, laid out, altered, constructed, reconstructed, improved, repaired, maintained, or abandoned by the department;

(24) "toll bridge"—any bridge constructed by the department, together with all appurtenances, additions, alterations, improvements, replacements, and the approaches thereto, lands used therefor, and improvements thereon.

History: En. Sec. 2-101, Ch. 197, L. 1965; amd. Sec. 69, Ch. 316, L. 1974; R.C.M. 1947, 32-2203(part).

60-1-104. Good Roads Day. The third Tuesday in June is hereby designated "Good Roads Day". The governor may annually by public proclamation request the people of the state to contribute toward the improvement and safety of public highways.

History: En. Sec. 11-101, Ch. 197, L. 1965; R.C.M. 1947, 32-4401.

Part 2

Classification of Highways

60-1-201. Classification — highways and roads. (1) Public highways of this state are classed as follows:

(a) federal-aid highways;

(b) state highways;

(c) county roads;

(d) city streets.

(2) All highways which are not designated, selected, or established by the commission constructed or maintained by the department are county roads or city streets.

(3) County roads are those opened, established, constructed, maintained, changed, abandoned, or discontinued by a county in accordance with Title 7, chapter 14.

(4) City streets are those public highways under the jurisdiction of municipal officials.

History: En. Sec. 3-101, Ch. 197, L. 1965; amd. Sec. 70, Ch. 316, L. 1974; R.C.M. 1947, 32-2301.

60-1-202. Lewis and Clark highway. There is hereby established the Lewis and Clark highway. It shall be composed of the following existing routes:

(1) from the Idaho state line west of Lolo Hot Springs, Montana, to the junction with U.S. highway 93 at Lolo;

(2) thence north from Lolo on U.S. highway 93 to Missoula;

(3) thence east from Missoula on U.S. highways 12 and 10 to Garrison;

(4) thence east from Garrison on U.S. highway 12 through Forsyth and Baker to the North Dakota state line.

History: En. Sec. 3-102, Ch. 197, L. 1965; R.C.M. 1947, 32-2302.

CHAPTER 2

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Part 1

Highway Commission

60-2-101. Meetings. The highway commission shall meet at least once each month for the purpose of transacting business.

History: En. Sec. 4-104, Ch. 197, L. 1965; amd. Sec. 73, Ch. 316, L. 1974; R.C.M. 1947, 32-2404(2).

60-2-102. Member's bond. Each member of the highway commission shall give bond conditioned for the faithful performance of his duties in the sum of $10,000.

History: En. Sec. 4-104, Ch. 197, L. 1965; amd. Sec. 73, Ch. 316, L. 1974; R.C.M. 1947, 32-2404(1).

60-2-103. Rules. The commission may adopt rules necessary for its government.

History: En. Sec. 4-109, Ch. 197, L. 1965; amd. Sec. 11, Ch. 93, L. 1969; amd. Sec. 77, Ch. 316, L. 1974; R.C.M. 1947, 32-2409(1).

60-2-104. Designation of federal-aid primary highways. (1) The commission shall designate such public highways in the state as shall be classed as the federal-aid primary system.

(2) The commission shall, in cooperation with the board of county commissioners, select such public highways in the state as shall be classed as the federal-aid secondary system, taking into consideration the traffic count on those highways, the continuity of the highways in relation to the state highway systems as they may connect or tie into a unified system of federal-aid highways, and the taxable valuations which are affected by those public highways.

(3) The commission shall, in cooperation with adjoining states, select the routes of the federal-aid interstate system.

(4) The commission shall designate such public highways in the state as shall be classed as state highways.

History: En. Sec. 4-107, Ch. 197, L. 1965; amd. Sec. 1, Ch. 201, L. 1967; amd. Sec. 75, Ch. 316, L. 1974; R.C.M. 1947, 32-2407(part).

60-2-105. Designation of highways in state maintenance system. The commission shall designate the following public highways in the state to be included in the state maintenance system:

(1) the federal-aid interstate system as defined by 60-1-103(13);

(2) the federal-aid primary system as defined by 60-1-103(14) and urban extensions thereto;

(3) those portions of the federal-aid secondary system defined by 60-1-103(15) and urban extensions thereto as are designated by the commission;

(4) other public highways or portions thereof not included within the systems above named which are designated by the commission.

History: En. 32-2407.1 by Sec. 1, Ch. 390, L. 1977; R.C.M. 1947, 32-2407.1.

60-2-106. Designation of highways not located entirely within the state. The commission may designate highways subject to improvement under the provisions of the Federal-Aid Road Act, approved July 11, 1916, the Federal Highway Act, approved November 9, 1921, and all amendments thereto, even though those highways are not located entirely and continuously within the boundaries of the state. The designations shall meet the following conditions:

(1) that the highway is on an approved federal-aid route and eligible for improvement under the federal-aid acts;

(2) that the location of a portion of the route outside the boundaries of the state is necessary because of natural geographical or physical conditions which make the construction of the highway within the state impossible or impracticable;

(3) that the portion of the route located outside the state does not connect with and is not a part of the state highway system of the adjoining state.

History: En. Sec. 4-108, Ch. 197, L. 1965; amd. Sec. 76, Ch. 316, L. 1974; R.C.M. 1947, 32-2408(1).

60-2-107. Abandonment of highways. The commission may abandon highways on the federal-aid systems and state highways.

History: En. Sec. 4-106, Ch. 197, L. 1965; amd. Sec. 74, Ch. 316, L. 1974; amd. Sec. 1, Ch. 283, L. 1977; R.C.M. 1947, 32-2406(part).

60-2-108 through 60-2-110 reserved.

60-2-111. Letting of contracts on state and federal-aid highways. All contracts for work on state and federal-aid highways, including portions in cities and towns, and all contracts entered into under 7-14-4108 shall be let by the commission. Except as otherwise specifically provided, the commission may enter such types of contracts and upon such terms as it may decide. All contracts shall meet the requirements of Title 18, chapter 2, part 4. When there is no prevailing rate of wages set by collective bargaining, the commission shall determine the prevailing rate to be stated in the contract.

History: En. Sec. 9-101, Ch. 197, L. 1965; R.C.M. 1947, 32-4101.

60-2-112. Competitive bidding. (1) When the estimated cost of any work exceeds $1,000, the commission shall let the contract by competitive bidding. Award shall be made upon such notice and upon such terms as the commission may prescribe by its rules. However, except when prohibited by federal law, the commission must make awards and contracts in accordance with 18-1-102 and 18-1-112.

(2) If the commission finds that the work may be done in some more efficient manner, it need not let the contract by competitive bidding.

(3) If, on highway construction work financed in whole or in part by federal funds, the United States secretary of transportation affirmatively finds that under the circumstances relating to a particular project some method other than competitive bidding is in the public interest, the commission may enter into contracts with a board of county commissioners. These contracts may authorize each county to acquire rights-of-way for, survey, and construct farm-to-market, secondary, or feeder roads within the county by force account, unit price, or otherwise, as may be agreed by the commission and the board.

(4) If, on any highway construction work financed in whole or in part by federal funds, the commission finds that enforcement of the provisions contained in 15-50-203 and 18-2-311, relating to public contractors working beyond contract time will result in a reduction in the full benefits of the Federal Highway Act of 1921 and all amendments thereto, it may waive enforcement of such provisions.

History: En. Sec. 9-102, Ch. 197, L. 1965; amd. Sec. l, Ch. 278, L. 1974; amd. Sec. 150, Ch. 316, L. 1974; R.C.M. 1947, 32-4102.

60-2-113. Bidder's security — contractor's bond. (1) Whenever the commission calls for competitive bidding, each bidder shall meet all requirements of Title 18, chapter 1, part 2.

(2) Every contractor awarded a contract by the commission shall meet all requirements set forth in Title 18, chapter 2, part 2. For the purposes of those sections with relation to contracts with the commission, a contract shall not be completed until the commission, while formally convened, affirmatively accepts all of the work thereunder.

History: En. Sec. 9-103, Ch. 197, L. 1965; R.C.M. 1947, 32-4103.

Part 2

Department of Highways — General Powers and Duties

60-2-201. General powers of department. (1) The department may plan, lay out, alter, construct, reconstruct, improve, repair, and maintain highways on the federal-aid systems and state highways.

(2) The department may cooperate and contract with counties and municipalities to provide assistance in performing these functions on other highways and streets.

(3) The department may review and approve projects for the installation of public works on state highway rights-of-way and authorize a county or municipality to let contracts related to such improvements.

(4) The department shall adopt necessary rules for the construction, repair, maintenance, and marking of state highways and bridges.

History: (1) thru (3)En. Sec. 4-106, Ch. 197, L. 1965; amd. Sec. 74, Ch. 316, L. 1974; amd. Sec. 1, Ch. 283, L. 1977; Sec. 32-2406, R.C.M. 1947; (4)En. Sec. 4-107, Ch. 197, L. 1965; amd. Sec. 1, Ch. 201, L. 1967; amd. Sec. 75, Ch. 316, L. 1974; Sec. 32-2407, R.C.M. 1947; R.C.M. 1947, 32-2406(part), 32-2407(part).

60-2-202. Duties of department. The department shall:

(1) maintain and preserve the records of the commission in its office at the capitol;

(2) file and preserve copies of all plans, specifications, contracts, estimates, and official acts taken by it or by the commission;

(3) prepare and submit to the governor on or before the 15th day of each month a report of work constructed, under construction, and proposed for construction; the progress made during the preceding month; and recommendations for improvements and their estimated costs.

History: En. Sec. 4-109, Ch. 197, L. 1965; amd. Sec. 11, Ch. 93, L. 1969; amd. Sec. 77, Ch. 316, L. 1974; R.C.M. 1947, 32-2409(2).

60-2-203. Maintenance responsibility. The department shall have the responsibility for maintenance of all public highways or portions thereof that it maintained on July 1, 1976.

History: En. 32-2402.2 by Sec. 2, Ch. 390, L. 1977; R.C.M. 1947, 32-2407.2.

60-2-204. Maintenance agreements with local governments. The department may enter into an agreement with a local governing body to maintain portions of public highways within its boundaries upon such terms and conditions as may be agreed upon.

History: En. 32-2402.3 by Sec. 3, Ch. 390, L. 1977; R.C.M. 1947, 32-2407.3.

60-2-205. Powers of department with respect to highways not located entirely within the state. The department may expend funds for the construction, reconstruction, engineering, administration, betterment, and maintenance of highways designated under 60-2-106. It may do all things necessary or required to carry out fully the cooperation contemplated under the federal-aid acts with regard thereto.

History: En. Sec. 4-108, Ch. 197, L. 1965; amd. Sec. 76, Ch. 316, L. 1974; R.C.M. 1947, 32-2408(2).

60-2-206. Compilation of statistics — investigation — consultation. (1) The department shall compile statistics regarding public highways throughout the state and collect all related information deemed expedient.

(2) It shall investigate various methods of construction adapted to different sections of the state and decide the best methods of construction and maintenance of highways, bridges, and road markers.

(3) The department may be consulted at all reasonable times by county officers having care and authority over highways and bridges and shall advise them on construction, repair, alteration, or maintenance.

(4) The department shall furnish such information and advice as may be requested by persons interested in the construction, maintenance, and marking of public highways. It shall at all times lend its aid in promoting highway improvement throughout the state.

History: En. Sec. 4-110, Ch. 197, L. 1965; amd. Sec. 78, Ch. 316, L. 1974; R.C.M. 1947, 32-2410.

60-2-207. Agreements concerning analysis of effects of weight on highways. (1) The department may contract with the United States or any state or group of states or agencies thereof or any nonprofit association, on a joint or cooperative basis, to study, analyze, or test the effects of weights on highways. Studies or tests shall seek solutions to the problems connected with the imposition of motor vehicle weights on highways.

(2) Studies or tests may be made either by designating existing highways or by constructing test strips, including natural resource roads.

History: En. Sec. 4-111, Ch. 197, L. 1965; amd. Sec. 79, Ch. 316, L. 1974; R.C.M. 1947, 32-2411.

60-2-208. Seeding along highways. (1) After a federal-aid or state highway is constructed, the department shall seed borrow pits, slopes, and shoulders to an adaptable perennial grass or combination of perennial grasses and legumes whenever establishment of perennial grass covers seem suitable. The seed shall be certified.

(2) The department shall seek joint recommendations and specifications as to time and method of seeding, fertilizing practices, and grass species from the Montana extension service, the experiment station, and the soil conservation service.

(3) After a right-of-way in open range has been fenced pursuant to 60-7-103, the department may seed the land within the fence to a grass which may be cropped

for hay and may lease such lands or sell the right to take such hay to qualified persons.

History: En. Sec. 4-112, Ch. 197, L. 1965; amd. Sec. 6, Ch. 255, L. 1974; amd. Sec. 80, Ch. 316, L. 1974; R.C.M. 1947, 32-2412.

60-2-209. Description and plan of new highway or reconstructed or controlled-access facility. (1) Whenever the department establishes the location, width, and lines of any new, reconstructed, or proposed highway or the commission designates a road, street, or highway as a controlled-access facility, the department shall make a description and plan showing the centerline and the established width, the immediate boundary lines of all private property over, across, or through which the highway passes, the name of the owner of the property, the boundaries of that part of the private ownership included within the right-of-way of the highway, the parcel number assigned to that part of each ownership included within the highway right-of-way, together with the project number under which the highway is or is proposed to be constructed or reconstructed.

(2) Reference to the project number, parcel number, and section or quarter section, tract, block, or lot from which the same has been subdivided is a valid description of the parcel in all deeds given to or received from the state in which a parcel is transferred.

History: En. Sec. 4-113, Ch. 197, L. 1965; amd. Sec. 1, Ch. 131, L. 1969; amd. Sec. 81, Ch. 316, L. 1974; R.C.M. 1947, 32-2413.

60-2-210. Payment of construction and maintenance costs within municipalities. (1) Except as provided in subsection (2) of this section, the department of highways shall pay the entire costs of construction and maintenance of streets and highways which:

(a) are state highway routes; and

(b) are within municipalities incorporated prior to January 1, 1965.

(2) An incorporated municipality shall pay one-half of the state's share of the cost of curbs and gutters along those streets and highways.

History: En. Sec. 1, Ch. 210, L. 1965; amd. Sec. 40, Ch. 316, L. 1974; R.C.M. 1947, 32-1627.

60-2-211. Bypassing of municipalities — consent of municipal governing body. (1) The department may not construct highway bypasses or highway relocation projects without prior consent of the governing body of an incorporated municipality when the bypasses or projects:

(a) are not part of the national system of interstate highways built under the national Defense Highway Act; and

(b) divert motor vehicles from an existing highway route through a municipality incorporated prior to January 1, 1965.

(2) The department shall notify the governing body of the municipality by certified mail that it proposes to bypass the municipality. A contract may not be let or work commenced until the governing body notifies the department of its consent or until the elapse of 60 days after the notice has been sent by the department to the municipality, whichever first occurs. The failure of the municipality to act and notify the department of its action within the 60-day period is implied consent to the bypass.

(3) Actual consent or refusal to bypass shall be in the form of a resolution duly adopted by a majority of the members of the governing body of the municipality.

(4) The governing body may not withdraw consent once the department has been notified of the consent.

History: En. Sec. 2, Ch. 210, L. 1965; amd. Sec. 41, Ch. 316, L. 1974; R.C.M. 1947, 32-1628.

Part 3

Ports of Entry and Checking Stations

60-2-301. Ports of entry and checking stations authorized. To augment and help make more efficient and effective the enforcement of certain laws of the state, the department shall establish temporary or permanent ports of entry or checking stations upon highways in the state at places which the department considers necessary and advisable.

History: En. Sec. 1, Ch. 137, L. 1965; amd. Sec. 84, Ch. 316, L. 1974; R.C.M. 1947, 32-2419.

60-2-302. Checking stations required at major points of entry into state. In addition to the power granted to it in 60-2-301, the department shall establish checking stations at convenient points on the major highways entering this state, and the checking stations shall be kept open at all times.

History: En. Sec. 2, Ch. 137, L. 1965; amd. Sec. 85, Ch. 316, L. 1974; R.C.M. 1947, 32-2420.

60-2-303. Cooperation in use of ports of entry and checking stations. The department shall cooperate with other agencies and political subdivisions of this state in the use of the ports of entry or checking stations so that maximum use can be made of the facilities in enforcement of the laws of this state.

History: En. Sec. 3, Ch. 137, L. 1965; amd. Sec. 86, Ch. 316, L. 1974; R.C.M. 1947, 32-2421.

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Part 1

Federal-Aid Funds

60-3-101. Assent to federal-aid acts. (1) The legislature, for and on behalf of the state of Montana, assents to the provisions of the Federal-Aid Road Act, approved July 1, 1916, and the Federal Highway Act, approved November 9, 1921, and all amendments thereto.

(2) The department may, for and on behalf of the state, enter into all contracts and agreements with the United States or any officer, department, or bureau thereof relating to the construction, reconstruction, repair, and maintenance of highways in the state.

(3) The department may make all rules necessary to comply with the provisions of the acts assented to and all other acts granting aid for public highways and to obtain for the state the full benefits of such acts.

(4) The department may do all other things necessary or required to carry out fully the cooperation contemplated by the acts of congress assented to.

History: En. Sec. 4-101, Ch. 197, L. 1965; amd. Sec. 71, Ch. 316, L. 1974; R.C.M. 1947, 32-2401.

60-3-102. Purposes. The purposes of 60-3-102 through 60-3-105 are to:

(1) promote the safety, convenience, and enjoyment of travel on and protection of the public investment in the highways of this state;

(2) restore, preserve, and enhance scenic beauty within the right-of-way of and adjacent to the highways;

(3) entitle the state to receive and expend the 3% nonmatching funds from the United States under Title 23, United States Code.

History: En. Sec. 1, Ch. 286, L. 1967; amd. Sec. 87, Ch. 316, L. 1974; R.C.M. 1947, 32-2422.

60-3-103. Purposes for which federal funds to be expended. The department may expend funds apportioned to the state under Public Law 89-285, Title III, Section 301(a), October 22, 1965, 79 Statute 1032, for the following purposes:

(1) for landscape and roadside development within the rights-of-way of federal-aid highways of this state;

(2) for acquisition of interests in and improvement of strips of land necessary for the restoration, preservation, and enhancement of scenic beauty adjacent to the highways; and

(3) for acquisition and development of publicly owned and controlled rest and recreation areas and sanitary and other facilities within or adjacent to federal-aid highway rights-of-way reasonably necessary to accommodate the traveling public.

History: En. Sec. 2, Ch. 286, L. 1967; amd. Sec. 88, Ch. 316, L. 1974; R.C.M. 1947, 32-2423.

60-3-104. Extent of interest acquired. The department may acquire the fee simple or any lesser estate or interest as determined by it to be reasonably necessary to accomplish the purposes of 60-3-102 through 60-3-105. Acquisition may be made by gift, purchase, or exchange.

History: En. Sec. 3, Ch. 286, L. 1967; amd. Sec. 89, Ch. 316, L. 1974; R.C.M. 1947, 32-2424.

60-3-105. Expenditure of funds. The department shall expend only nonmatching funds authorized under section 319(b) of the Federal Highway Beautification Act of 1965, as amended, in carrying out the authority granted by 60-3-102 through 60-3-104.

History: En. Sec. 4, Ch. 286, L. 1967; amd. Sec. 90, Ch. 316, L. 1974; R.C.M. 1947, 32-2425.

Part 2

State Funds

60-3-201. Distribution and use of proceeds of gasoline dealers' license tax. (1) All money received in payment of license taxes under the Distributor's Gasoline License Tax Act, except those amounts paid out of the department of revenue's suspense account for gasoline tax refund, shall be used and expended as provided in this section. So much of that money on hand at any time as may be needed to pay highway bonds and interest thereon when due and to accumulate and maintain a reserve therefor, as provided in laws and in resolutions of the state board of examiners authorizing such bonds, shall be deposited in the highway bond account in the sinking fund established by 17-2-102. Subject to that provision, 9/10 of 1% of all money shall be deposited in the state park account and 3/10 of 1% of all money shall be deposited in a snowmobile account in the earmarked revenue fund. All of the remainder of the money shall be used and expended by the department of highways on the federal-aid highways in this state selected and designated under the Federal-Aid Act, approved July 11, 1916, and the Federal Highway Act, approved November 9, 1921, and all amendments thereto, and on highways leading from each county seat in the state to the federal highway system of federal-aid roads where the county seat is not on the system and on the other roads which have been or may be authorized by the laws of Montana and for collection of the license taxes and the enforcement of the Montana highway code under Article VIII, section 6, of the constitution of this state.

(2) The department shall, in expending this money, carry forward construction from year to year, using the money expended through the matching up of federal-

aid allotments to Montana upon the federal highway system in the various parts of the state in accordance with 60-3-204 through 60-3-206. Nothing in this [act] conflicts with those federal-aid highway acts and the rules by which they are administered.

(3) The department may enter into cooperative agreements with the national park service and the federal highway administration for the purpose of maintaining national park approach roads in Montana.

(4) Money credited to the state park account in the earmarked revenue fund shall be used only for the creation, improvement, and maintenance of state parks where motor boating is allowed, except for the payment of refunds under 15-70-221 through 15-70-226. The legislature hereby finds as a fact that of all the fuel sold in the state for consumption in internal combustion engines, not less than 9/10 of 1% is used for propelling boats on waterways of this state.

(5) Money credited to the snowmobile account may be used only to develop and maintain facilities open to the general public at no admission cost, and to promote snowmobile safety. For the 2 years following July 1, 1977, 15% of the amount deposited in the snowmobile fund each year shall be used to promote snowmobile safety. Thereafter, 10% of the amount deposited in the snowmobile fund shall be used to promote snowmobile safety. The legislature finds that of all fuels sold in this state for consumption in internal combustion engines, not less than 3/10 of 1% is used for propelling snowmobiles on public lands of this state.

History: En. Sec. 4-301, Ch. 197, L. 1965; amd. Sec. 1, Ch. 251, L. 1967; amd. Sec. 6, Ch. 356, L. 1971; amd. Sec. 13, Ch. 100, L. 1973; amd. Sec. 94, Ch. 316, L. 1974; amd. Sec. 8, Ch. 477, L. 1975; amd. Sec. 1, Ch. 372, and Sec. 1, Ch. 382, L. 1977; R.C.M. 1947, 32-2601.

60-3-202. Funding highway system maintenance. For the purpose of funding the increased cost of maintaining the state highway system as designated in 60-2-105, ¼ cent per gallon of the special fuel tax collected under 15-70-321 and ¼ cent per gallon of the gasoline license tax collected under 15-70-204 are allocated therefor.

History: En. 32-2407.4 by Sec. 6, Ch. 390, L. 1977; R.C.M. 1947, 32-2407.4.

60-3-203. Districts for apportionment of department funds. All money available to the department for highway construction purposes shall be apportioned among these financial districts, each composed of the counties named:

District 1. Lincoln, Flathead, Lake;
District 2. Glacier, Toole, Liberty, Hill, Blaine;
District 3. Phillips, Valley, Daniels, Sheridan, Roosevelt;
District 4. McCone, Richland, Dawson, Prairie, Wibaux;
District 5. Fergus, Garfield, Petroleum;
District 6. Pondera, Teton, Chouteau, Cascade, Judith Basin;
District 7. Lewis and Clark, Jefferson, Broadwater;
District 8. Sanders, Mineral, Missoula, Ravalli, Granite, Powell;
District 9. Beaverhead, Deer Lodge, Silver Bow, Madison;
District 10. Park, Gallatin, Sweet Grass, Meagher, Wheatland;
District 11. Golden Valley, Musselshell, Stillwater, Yellowstone, Carbon, Big Horn, Treasure;
District 12. Rosebud, Custer, Fallon, Powder River, Carter.

History: En. Sec. 4-306, Ch. 197, L. 1965; amd. Sec. 95, Ch. 316, L. 1974; R.C.M. 1947, 32-2603.

60-3-204. Apportionment of state construction funds. Each fiscal year the department shall apportion available state construction funds to the various federal-aid highway systems which are required to match the amounts of federal aid available for expenditure on each respective system. The state's share of the cost of final judgments in court awards made to construction contractors on state highway construction projects during the previous fiscal year may be deducted from funds available prior to the apportionments provided in this section, and this cost shall be credited to the accounts of the highway system, financial district, county, or urban city involved as an offset to the charges made to the accounts as a result of the final judgment. The deductions may be made only when the amount of these judgments would prohibit or seriously impair the highway construction program in a financial district, county, or urban city.

History: En. Sec. 4-308, Ch. 197, L. 1965; amd. Sec. 1, Ch. 283, L. 1971; amd. Sec. 97, Ch. 316, L. 1974; amd. Sec. 1, Ch. 31, L. 1975; R.C.M. 1947, 32-2605.

60-3-205. Apportionment of state funds to federal-aid primary highway system. (1) Each fiscal year the department shall determine the amount of incompleted mileage of the federal-aid primary system within each of the financial districts. As a basis for determination of incompleted mileage, the department shall compare the present condition of the system with the latest approved state standards. Any mileage failing to meet those standards shall be included in the determination as partially completed. The proportion of completion shall be determined by estimating the amount of work which must be performed to complete the highway.

(2) The department shall then compute the ratio between the incompleted mileage in each district and the total incompleted mileage of the federal-aid primary system in the state.

(3) The department shall then apportion available state construction funds to the federal-aid primary system in each district on the basis of the computed ratio.

History: En. Sec. 4-309, Ch. 197, L. 1965; amd. Sec. 98, Ch. 316, L. 1974; amd. Sec. 2, Ch. 31, L. 1975; R.C.M. 1947, 32-2606.

60-3-206. Apportionment of state funds to federal-aid secondary highway system. (1) Each fiscal year the department shall apportion available state construction funds for the federal-aid secondary highway system among the financial districts. The proportion which each district shall receive shall be computed on the following basis:

(a) one-fourth in the ratio of land area in each district to the total land area in the state;

(b) one-fourth in the ratio of the rural population in each district to the total rural population in the state;

(c) one-fourth in the ratio of the rural road mileage in each district to the total rural road mileage in the state;

(d) one-fourth in the ratio of value of rural lands in each district to the total value of rural lands in the state.

(2) Funds apportioned to each district shall be further apportioned to each county in the district on the same basis, considering ratios of land area, rural population, rural road mileage, and value of rural lands. To the extent necessary to permit orderly programming and construction of projects, expenditures in any county may exceed the amount apportioned to that county to the extent of three times the amount of the last apportionment to the county. The amount of any excess expenditures shall be deducted from future apportionments to that county.

(3) For the purposes of this section, terms are defined as follows:

(a) "Rural population" means total population less the population in cities over 5,000 persons and their unincorporated fringe urban areas as reported in the latest federal census. Federal census population figures shall be adjusted in the interim between censuses in accordance with the percentage of change in annual motor vehicle registration figures for each county.

(b) "Rural road mileage" means all road mileage outside of incorporated cities, exclusive of road mileage on the federal-aid primary highway system and the federal-aid interstate system. Rural road mileage reported by the road inventory of the department shall be used in determining rural road mileage.

(c) "Value of rural lands" includes the value of state-owned lands from which the state derives grazing, timber, and agricultural income.

(i) The basis for the value of rural lands shall be computed from the latest biennial report of the department of revenue.

(ii) The basis for the value of state-owned lands shall be computed from the latest figures on the total grazing, timber, and agricultural lands in each county contained in the latest biennial report of the department of state lands.

(iii) The average value of privately owned lands shall be the average value of state-owned lands if the actual value is not available.

History: En. Sec. 4-310, Ch. 197, L. 1965; amd. Sec. 12, Ch. 391, L. 1973; amd. Sec. 99, Ch. 316, L. 1974; amd. Sec. 3, Ch. 31, L. 1975; R.C.M. 1947, 32-2607.

60-3-207. Secondary highway information. On or before August 30 of each year, the department shall inform each board of county commissioners of:

(1) the total amount of secondary highway funds and the amount apportioned to each county;

(2) the location of proposed secondary highway projects, when the information is available;

(3) any other matters regarding secondary highway construction which the department considers advisable and of interest to the counties.

History: En. Sec. 4-311, Ch. 197, L. 1965; amd. Sec. 100, Ch. 316, L. 1974; R.C.M. 1947, 32-2608.

60-3-208. Apportionment of state funds to federal-aid off-system roads. (1) Each fiscal year the department of highways shall apportion to each county available state construction funds for the purpose of matching federal-aid off-system road funds. Such apportionment shall be made in the same manner and on the same basis as provided in 60-3-206.

(2) The board of county commissioners shall, in proposing projects to be constructed with off-system road funds, consult with the governing body of those cities with a population under 5,000 persons located within the county.

History: En. 32-2607.1 by Sec. 1, Ch. 79, L. 1977; R.C.M. 1947, 32-2607.1.

60-3-209. Apportionment of state funds to federal-aid interstate highway system. (1) Each fiscal year the department shall apportion available state construction funds for the federal-aid interstate highway system among the financial districts.

(2) The apportionment shall be based upon the ratio between the estimated cost of constructing or reconstructing the system in each district and the estimated cost of constructing or reconstructing the entire system within the state.

(3) The cost estimates to be used shall be those developed by the department in accordance with the Federal-Aid Highway Act of 1956, as amended.

History: En. Sec. 4-312, Ch. 197, L. 1965; amd. Sec. 101, Ch. 316, L. 1974; amd. Sec. 4, Ch. 31, L. 1975; R.C.M. 1947, 32-2609.

60-3-210. Increases in expenditures. (1) The department may increase the expenditures made in a financial district to the extent of:

(a) 25% more than the amount of money allocated to the district in the latest year for the federal-aid primary system or the federal-aid secondary system;

(b) 300% more than the amount of money allocated to the district in the latest year for the federal-aid interstate highway system.

(2) The allocation of available state construction funds to a district for the next succeeding fiscal year shall be decreased by an amount equal to any increased expenditures.

History: En. Sec. 4-313, Ch. 197, L. 1965; amd. Sec. 1, Ch. 290, L. 1973; amd. Sec. 102, Ch. 316, L. 1974; amd. Sec. 1, Ch. 318, L. 1974; R.C.M. 1947, 32-2610.

60-3-211. Apportionment of state funds to federal-aid urban highways. (1) Each fiscal year the department shall apportion state construction funds available for matching federal-aid urban funds to the cities in the state over 5,000 population in the ratio of urban population in each city to the total urban population in all cities in the state over 5,000 population.

(2) For the purpose of this section, "urban population" is defined as population within the incorporated limits of cities over 5,000 population and that population within unincorporated urban fringe areas delineated and reported in the latest federal census.

(3) To the extent necessary to permit orderly programming and construction of projects, expenditures in any city may exceed the amount apportioned to that city. The amount of any excess expenditures shall be deducted from future apportionments to that city.

History: En. Sec. 4-314, Ch. 197, L. 1965; amd. Sec. 103, Ch. 316, L. 1974; amd. Sec. 5, Ch. 31, L. 1975; R.C.M. 1947, 32-2611.

60-3-212. Interim apportionment to match federal-aid funds. During the interim between legislative sessions, the department of highways is hereby delegated power and authority to develop formulas to apportion state construction funds in an equitable manner consistent with the intent of [this act] to match federal-aid funds for highway systems or purposes not enumerated in [this act]. Such apportionment formulas shall be valid only until approved, modified, or rejected by the next succeeding legislative session.

History: En. 32-2612 by Sec. 1, Ch. 402, L. 1973; R.C.M. 1947, 32-2612.

60-3-213. Allocation for safety construction programs. (1) Each fiscal year the department of highways shall allocate available state construction funds to match federal-aid highway funds made available by the Federal-Aid Highway Act of 1973 for the following safety construction programs:

(a) rail-highway crossings;
(b) high-hazard locations;
(c) elimination of roadside obstacles;
(d) safer roads demonstration; and
(e) pavement marking demonstration.

(2) Such allocation shall be made from available state construction moneys before the apportionments provided for in 60-3-205, 60-3-206, and 60-3-211.

History: En. 32-2613 by Sec. 1, Ch. 216, L. 1974; amd. Sec. 6, Ch. 31, L. 1975; R.C.M. 1947, 32-2613.

60-3-214. Construction or reconstruction of bridges. (1) The department may allocate from state construction moneys available for the federal-aid highway system up to $1 million in any fiscal year for the construction or reconstruction of any major bridge or system of bridges on the primary or secondary highway systems. This may be done only when the use of regularly apportioned funds would prohibit or seriously delay the orderly and necessary highway construction program in the financial districts.

(2) When the department, as a part of its finding of public necessity, declares that a particular bridge should be constructed or reconstructed on a designated portion of the primary or secondary highway, the allocation may be made. The allocation may be expended:

(a) on primary bridges when the department's estimate of the cost of construction or reconstruction is in excess of $500,000;

(b) on secondary bridges when the department's estimate of the state's share of the cost of construction or reconstruction is in excess of the total estimated future regular apportionment of state construction moneys to the federal-aid secondary system of the county or counties for a period of 3 years.

(3) The allocation shall be made from available state construction moneys for the primary system before the apportionment in 60-3-205 and for the secondary system before the apportionment in 60-3-206.

History: En. Sec. 4-307, Ch. 197, L. 1965; amd. Sec. 96, Ch. 316, L. 1974; R.C.M. 1947, 32-2604.

60-3-215. Replacement of bridges. (1) Whenever funds are made available under the Federal-Aid Highway Act for the replacement of bridges, the department may allocate from state construction moneys such moneys as are necessary to match the available federal funds. Such allocation shall be made from available state construction moneys before the apportionments provided for in 60-3-205, 60-3-206, and 60-3-211.

(2) Whenever such state construction moneys are so allocated, the amount so allocated may not be deducted from future apportionments to the financial district or city.

History: En. 32-2614 by Sec. 1, Ch. 102, L. 1974; amd. Sec. 1, Ch. 78, L. 1977; R.C.M. 1947, 32-2614.

60-3-216 through 60-3-220 reserved.

60-3-221. Priority primary routes defined. For the purposes of this section, "priority primary routes" are defined as those high-traffic sections of highways on the federal-aid primary system which connect to the interstate system.

History: En. 32-2615 by Sec. 1, Ch. 106, L. 1974; R.C.M. 1947, 32-2615.

60-3-222. Selection of routes. Such routes shall be selected by the department in consultation with appropriate local officials, subject to the approval of the secretary of transportation, for priority of improvement to supplement the service provided by the interstate system by furnishing needed, adequate traffic collection and distribution facilities.

History: En. 32-2616 by Sec. 2, Ch. 106, L. 1974; R.C.M. 1947, 32-2616.

60-3-223. Allocation of funds. Annually, beginning July 1, 1974, and at the beginning of each fiscal year thereafter, the department shall allocate available state construction funds for matching federal-aid priority primary route funds. Such allocation shall be made from available state construction moneys before the apportionments provided for in 60-3-205, 60-3-206, and 60-3-211.

History: En. 32-2617 by Sec. 3, Ch. 106, L. 1974; R.C.M. 1947, 32-2617.

60-3-224. Apportionment of funds. Each fiscal year the department shall apportion available state construction funds among the approved priority primary routes. This apportionment shall be based on the ratio between the estimated cost of constructing or reconstructing each selected route and the estimated cost of constructing or reconstructing all then-approved priority primary routes.

History: En. 32-2618 by Sec. 4, Ch. 106, L. 1974; amd. Sec. 7, Ch. 31, L. 1975; R.C.M. 1947, 32-2618.

60-3-225. Excess expenditures. To the extent necessary to permit orderly programming and construction of projects, expenditures on any route may exceed the amount apportioned to that route. The amount of any such excess expenditures shall be deducted from future apportionments to that route.

History: En. 32-2619 by Sec. 5, Ch. 106, L. 1974; R.C.M. 1947, 32-2619.

60-3-226 through 60-3-230 reserved.

60-3-231. Economic growth center defined. For the purposes of this section, an "economic growth center" is defined as an area of population of less than 100,000 which has been recommended for designation as such by the governor of Montana and approved by the secretary of transportation of the United States.

History: En. 32-2620 by Sec. 1, Ch. 105, L. 1974; R.C.M. 1947, 32-2620.

60-3-232. Department of highways to determine centers. For the purposes of this section, the department of highways is authorized to determine and delineate the area influenced by designated economic growth centers. In so doing, it shall take into account relevant geographic, economic, educational, and recreational factors. The department is also authorized to determine and delineate those portions of existing highways which need to be upgraded to accommodate the existing and future needs of the traveling public.

History: En. 32-2621 by Sec. 2, Ch. 105, L. 1974; R.C.M. 1947, 32-2621.

60-3-233. Allocation of funds. Each fiscal year the department shall allocate available state construction funds to match federal-aid highway funds made available for economic growth center development highways. Such allocation shall be made from available state construction moneys before the apportionments provided in 60-3-205, 60-3-206, and 60-3-211.

History: En. 32-2622 by Sec. 3, Ch. 105, L. 1974; amd. Sec. 8, Ch. 31, L. 1975; R.C.M. 1947, 32-2622.

60-3-234. Apportionment of funds. Each fiscal year the department shall apportion state construction funds among the approved economic growth centers as follows:

(1) The allocation for the 1974 fiscal year shall be the ratio of the number of miles of highways that need upgrading in existence on July 1, 1973, on the primary and urban systems in each approved growth center's area of influence to the total number of miles that need upgrading in all approved growth centers' area of influence.

(2) Thereafter, the allocation shall be in the ratio of the number of miles that need upgrading in existence on July 1 of a fiscal year on the primary, secondary, and urban systems in each approved growth center's area of influence to the total number of miles that need upgrading in all approved growth centers' area of influence.

(3) To the extent necessary to permit orderly programming and construction of projects, expenditures in any approved growth center may exceed the amount

apportioned to the growth center. The amount of any such excess expenditures shall be deducted from future apportionments to that growth center.

History: En. 32-2623 by Sec. 4, Ch. 105, L. 1974; amd. Sec. 9, Ch. 31, L. 1975; R.C.M. 1947, 32-2623.

Part 3

Footpaths and Bicycle Trails

60-3-301. Short title. This part may be cited as the "Montana Traffic Safety Act of 1975".

History: En. 32-2624 by Sec. 1, Ch. 544, L. 1975; R.C.M. 1947, 32-2624.

60-3-302. Bicycle trail defined. As used in this part, "bicycle trail" means a publicly owned and maintained lane or way designated and signed for use as a bicycle route.

History: En. 32-2625 by Sec. 2, Ch. 544, L. 1975; R.C.M. 1947, 32-2625.

60-3-303. Footpaths and bicycle trails to be established — funding. (1) Out of the funds received by the highway commission or by any county or city from the state highway commission earmarked revenue fund, reasonable amounts shall be expended as necessary for the establishment of footpaths and bicycle trails. Footpaths and bicycle trails may be established and extended to the nearest city or town or termination point of the highway or road wherever a highway, road, or street is being constructed, reconstructed, or relocated. In addition, footpaths and bicycle trails shall be established along all streets under state jurisdiction. Funds received from the earmarked revenue fund may also be expended to maintain footpaths and bicycle trails along other highways, roads, and streets and in parks and recreation areas where the construction would enhance traffic safety and convenience. Footpaths and bicycle trails shall be constructed along all sections of the national defense interstate highway system within a reasonable time after the completion of that system.

(2) Footpaths and trails are not required to be established under subsection (1) of this section:

(a) if the cost of establishing the paths and trails would be excessively disproportionate to the need or probable use; or

(b) where sparsity of population, other available ways, or other factors indicate an absence of any need for the paths and trails.

(3) The amount expended by the state highway commission or by a city or county as requested or permitted by this section shall never in any one fiscal year be less than ¾ of 1% of the amount appropriated to the department of highways from the earmarked revenue fund for the construction program, maintenance program, and preconstruction program.

History: En. 32-2626 by Sec. 3, Ch. 544, L. 1975; R.C.M. 1947, 32-2626.

60-3-304. Duties of department of highways. (1) The establishment of paths and trails and the expenditure of funds as authorized by this part are for the promotion of traffic safety on the highways, roads, and streets of the state. The highway commission shall, when requested, provide technical assistance and advice to cities and counties in carrying out the purpose of this part.

(2) The department of highways shall recommend construction standards for footpaths and bicycle trails. The department shall provide a uniform system of

signing footpaths and bicycle trails which shall apply to paths and trails under the jurisdiction of the commission and cities and counties. The commission and cities and counties shall restrict the use of footpaths and bicycle trails under their jurisdiction to pedestrians and nonmotorized vehicles to the maximum possible extent, except that the commission, in cooperation with local governments, may authorize the operation of snowmobiles on designated portions of bicycle trails and footpaths when snow conditions permit.

History: En. 32-2627 by Sec. 4, Ch. 544, L. 1975; R.C.M. 1947, 32-2627.

CHAPTER 4

ACQUISITION AND DISPOSITION OF PROPERTY

Part 1 — Acquisition of Property

Section

60-4-101. Rights acquired by public in highway.
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Part 1

Acquisition of Property

60-4-101. Rights acquired by public in highway. By taking or accepting land for a highway, the public may acquire either a fee simple or any lesser estate or interest.

History: En. Sec. 8-101, Ch. 197, L. 1965; R.C.M. 1947, 32-3901.

60-4-102. General power of department to acquire interests in property. Notwithstanding any other provision of law, the department of highways may acquire by purchase or other lawful manner lands or other real property, excluding oil, gas, and mineral rights, which it considers reasonably necessary for present or future highway purposes. The department may acquire a fee simple or lesser estate or interest.

History: En. Sec. 8-102, Ch. 197, L. 1965; amd. Sec. 126, Ch. 316, L. 1974; R.C.M. 1947, 32-3902.

60-4-103. Purposes for which property acquired. The acquisition of lands or other property or any interest therein for present or future highway purposes includes but is not limited to any of the following purposes:

(1) for rights-of-way, including those necessary for highways within cities;

(2) for exchanging lands or other property or any interest therein for other such lands or interests for rights-of-way or other authorized purposes. The right of eminent domain shall not be exercised for this purpose.

(3) for deposits of road building materials, including rock, gravel, sand, and earth, for reasonably foreseeable future road-building purposes and uses. The right of eminent domain shall not be exercised to acquire any such deposits which constitute a component part of an existing private business enterprise.

(4) for offices, weighing stations, shops, storage yards, buildings, rest areas, informational sites, or communication facilities;

(5) for parks adjoining or near any highway;

(6) for the culture and support of trees or shrubs which benefit any highway by aiding in the maintenance and preservation of the roadbed;

(7) for drainage in connection with any highway;

(8) for the maintenance of an unobstructed view of any portion of a highway so as to promote the safety of the traveling public;

(9) for the construction and maintenance of stock lanes or trails;

(10) for the construction and maintenance or replacement of private or public drainage systems or natural water or drainage courses made necessary by highway construction;

(11) for providing land or other real property easements or rights-of-way for necessary relocation of existing utilities, utility easements, or other easements for facilities or purposes then in place or in effect upon a proposed right-of-way.

History: En. Sec. 8-103, Ch. 197, L. 1965; R.C.M. 1947, 32-3903.

60-4-104. Exercise of right of eminent domain — presumption. (1) Whenever the department cannot acquire lands or other property or interests in the lands or property at a price or cost which it considers reasonable, it may direct the attorney general or any county attorney to procure the interests by proceedings to be instituted as provided in Title 70, chapter 30, against all nonaccepting landholders.

(2) It shall not so direct the attorney general or any county attorney until it adopts an order declaring that:

(a) public interest and necessity require the construction or completion by the state of the highway or improvement for one of the purposes set forth in 60-4-103;

(b) the interest described in the order and sought to be condemned is necessary for the highway or improvement;

(c) the highway or improvement is planned and located in a manner which will be compatible with the greatest public good and the least private injury.

(3) The order creates and establishes a disputable presumption:

(a) of the public necessity of the proposed highway or improvement;

(b) that the taking of the interest sought is necessary therefor;

(c) that the proposed highway or improvement is planned or located in a manner which will be most compatible with the greatest public good and the least private injury.

History: En. Sec. 8-104, Ch. 197, L. 1965; amd. Sec. 127, Ch. 316, L. 1974; R.C.M. 1947, 32-3904.

60-4-105. Acquisition of whole parcel — sale of excess. (1) Whenever any interest in a part of a parcel of land or other real property is to be acquired for highway purposes leaving the remainder in a shape or condition as to be of little market value or to give rise to claims or litigation over severance or other damage, the department may acquire the whole parcel. It may sell or exchange the remainder for other property needed for highway purposes.

(2) Whenever a part of a parcel of land acquired for highway purposes is in a shape or size as to come within [11-614], the department shall prepare and file the required plat in the office of the county clerk and recorder.

History: En. Sec. 8-105, Ch. 197, L. 1965; amd. Sec. 128, Ch. 316, L. 1974; R.C.M. 1947, 32-3905.

60-4-106. Power to acquire for future. (1) The power conferred by this chapter to acquire interests in lands or other real property includes power to acquire for reasonably foreseeable future needs.

(2) The department may lease unused portions of lands or other real property which are held for highway purposes and interstate highway rights-of-way which are not presently needed for highway purposes on the terms and conditions which it decides. The department may repair, maintain, and care for the property in order to secure rent from it.

(3) All rent received shall be deposited to the credit of the department.

History: En. Sec. 8-106, Ch. 197, L. 1965; amd. Sec. 129, Ch. 316, L. 1974; R.C.M. 1947, 32-3906.

60-4-107. Road-building materials. (1) A right-of-way or easement acquired by the department for construction, operation, repair, reconstruction, or maintenance of highways includes, among others, the right to use, remove, relocate, redistribute, or otherwise dispose of gravel and other road-building materials found or located within the boundaries of the right-of-way or easement.

(2) For the purposes of this chapter, the gravel or materials are considered to be real property and not minerals.

History: En. Sec. 8-107, Ch. 197, L. 1965; amd. Sec. 130, Ch. 316, L. 1974; R.C.M. 1947, 32-3907.

60-4-108. No compensation in certain cases — exceptions. (1) Whenever the department files a description and plan as provided in 60-2-209, no consideration, allowance, or assessment of values or compensation shall be made in the purchase or condemnation of buildings or improvements or subdivisions placed or erected on the land covered by the plan after the filing.

(2) The establishment of the highway location covered by the description and plan shall be ineffective 1 year after filing if no action to condemn or acquire the property has been commenced.

(3) Nothing in this section or in 60-2-209 applies to crops or similar improvements planted on the lands described. They are governed by 70-30-302.

History: En. Sec. 8-108, Ch. 197, L. 1965; amd. Sec. 131, Ch. 316, L. 1974; R.C.M. 1947, 32-3908.

60-4-109. Irrigable lands rendered unusable — unpaid construction costs. (1) Whenever the department acquires irrigable land for highway purposes or so acquires land as to render other irrigable land unusable for irrigation, it shall pay to the owner of the irrigation or drainage project, in addition to other sums allowed by law, a proportionate share of the unpaid construction costs of the project or drainage district.

(2) The department shall also pay a lump-sum amount to the district sufficient to produce, on an amortized basis for a reasonable period not to exceed 90 years, a sum of money equal to the annual increase in operation and maintenance costs against the remaining lands under irrigation in the district resulting from the severance from the district of the lands acquired by the department and not overcome by bringing new or additional land under irrigation. For the purpose of determining the amount of the lump-sum payment, the annual operation and maintenance assessment of the district shall be considered to be the average for the 5 years, or so many years as the district has assessment experience if less than 5 years, preceding the date of acquisition.

History: En. Sec. 8-116, Ch. 197, L. 1965; amd. Sec. 1, Ch. 299, L. 1969; amd. Sec. 139, Ch. 316, L. 1974; R.C.M. 1947, 32-3916.

60-4-110. Highway crossing railroad, canal, or ditch. (1) Whenever any federal-aid or state highway is laid out on public lands across any railroad, canal, or ditch, the owners or users thereof must, at their expense, so prepare the railroad, canal, or ditch that the highway may cross it without damage or delay.

(2) When the right to cross is obtained through the judgment of any court, no damages shall be awarded.

History: En. Sec. 8-118, Ch. 197, L. 1965; R.C.M. 1947, 32-3918.

60-4-111. Acquisition of property for controlled-access facility. (1) The highway authorities of the state, counties, incorporated cities and towns, respectively, or in cooperation one with the other, may acquire private or public property and property rights for controlled-access highways or controlled-access facilities and service roads. Such rights may include rights of access, air, view, and light. They may be acquired by gift, devise, purchase, or condemnation, in the same manner as may now or hereafter be authorized by law for the acquisition of property or property rights in connection with highways, roads, and streets in their respective jurisdictions.

(2) A right-of-way is hereby given, dedicated, and set apart for controlled-access highways or controlled-access facilities through, over, upon, or across any county road and any street or alley intersecting a controlled-access highway. Acquisition of any county road, street, or alley for use as a controlled-access highway or controlled-access facility shall be deemed a superior and more necessary public use and purpose than the public use or purpose to which such road, street, or alley has theretofore been dedicated.

History: En. Sec. 8-120, Ch. 197, L. 1965; R.C.M. 1947, 32-3920.

Part 2

Disposition of Property

60-4-201. Exchange of interest in real property. (1) The department may determine that an interest in real property, however acquired by it, is no longer necessary to the laying out, altering, construction, improvement, or maintenance of a highway. It may then exchange the interest, either as entire or partial consideration, for any other interest in real property needed for highway purposes. The department may establish the manner and terms and conditions for the exchange.

(2) The owner from whom the interest was originally acquired by the state or his successor in interest has the right to require the department to offer the land for sale in the manner set forth in 60-4-202 and 60-4-203. The department shall notify the owner or successor in interest of its intention to exchange the interest. The owner shall make his demand for sale by registered or certified mail to the department within 10 days after receipt of notice from the department.

History: En. Sec. 8-109, Ch. 197, L. 1965; amd. Sec. 132, Ch. 316, L. 1974; R.C.M. 1947, 32-3909.

60-4-202. Sale of interest in real property. The department may sell an interest in real property, however acquired by it, which it determines is not necessary to the laying out, altering, construction, improvement, or maintenance of a highway. If the interest is reasonably of a value in excess of $100, sale shall be made to the highest bidder at public auction or by sealed bids as the department decides. The sale shall be conducted as provided in 60-4-203.

History: En. Sec. 8-110, Ch. 197, L. 1965; amd. Sec. 133, Ch. 316, L. 1974; R.C.M. 1947, 32-3910.

60-4-203. Conduct of sale. (1) The department shall publish notice of the sale in a newspaper published in the county in which the interest is located once a week for 2 successive weeks. Sale shall be held in the county wherein the property is located unless the department finds it impractical, in which case the sale will be held at the office of the department at the capitol.

(2) Before the sale of an interest having a value in excess of $100, the department shall have it appraised at a price representing a fair market value. The appraised value shall be stated in the published notice.

(3) A sale may not be made of an interest unless it has been appraised within 3 months prior to the date of the sale. A sale may not be made for less than 90% of the appraised value.

(4) Title to an interest may not pass from the state until the purchaser has paid the full amount of the purchase price into the state treasury to the credit of the department.

History: En. Sec. 8-111, Ch. 197, L. 1965; amd. Sec. 1, Ch. 21, L. 1974; amd. Sec. 134, Ch. 316, L. 1974; R.C.M. 1947, 32-3911.

60-4-204. Option of original owner or successor in interest to purchase at sale price. The owner from whom the interest was originally acquired or his successor in interest shall have the option to purchase the interest by offering therefor an amount of money equal to the highest bid received for the interest at the sale. The offer shall be sent to the department by registered or certified mail within 10 days from the date of the sale.

History: En. Sec. 8-112, Ch. 197, L. 1965; amd. Sec. 135, Ch. 316, L. 1974; R.C.M. 1947, 32-3912.

60-4-205. Private sale if no bid or offer. (1) If, after proper notice is published, the department receives neither bid at public sale nor offer from the original owner of his successor in interest, it may at any time thereafter sell the interest at private sale. At the sale, the department may accept as the purchase price an amount of money not less than 90% of the appraised value.

(2) Title to an interest may not pass from the state until the purchaser has paid the full amount of the purchase price into the state treasury to the credit of the department.

History: En. Sec. 8-113, Ch. 197, L. 1965; amd. Sec. 136, Ch. 316, L. 1974; R.C.M. 1947, 32-3913.

60-4-206. Sale of personal property and printed matter. (1) The department may sell at public or private sale, as it determines, an interest in personal property, however acquired by it, which it determines is not necessary to the laying out, altering, construction, improvement, or maintenance of a highway.

(2) The department may sell at public or private sale, as it determines, maps, books, pamphlets, or other printed matter prepared or acquired by the department. The department may sell copies of highway records to the public and may set reasonable prices for them.

(3) The proceeds from sales made under this section shall be paid into the state treasury to the credit of the department.

History: En. Sec. 8-114, Ch. 197, L. 1965; amd. Sec. 137, Ch. 316, L. 1974; R.C.M. 1947, 32-3914.

60-4-207. Conveyances — execution and contents. (1) Land or an interest in land sold by the department shall be conveyed only when full payment has been made for it. It shall be conveyed by a deed or patent of conveyance without covenants which recites that it was issued under this chapter.

(2) The deed or patent shall contain a reservation of easements for rights-of-way for the benefit of the United States and all other reservations to which the land conveyed may be subject.

(3) The deed or patent shall be signed by the governor or, in case of his absence or inability, the lieutenant governor. It shall be attested by the secretary of state and have attached the great seal of the state. It need not be acknowledged.

History: En. Sec. 8-115, Ch. 197, L. 1965; amd. Sec. 138, Ch. 316, L. 1974; R.C.M. 1947, 32-3915.

60-4-208. Abandonment or vacation of federal-aid or state highways. Every federal-aid or state highway once established must continue until abandoned or vacated by operation of law or by judgment of a court of competent jurisdiction or by a proper order of the commission.

History: En. Sec. 8-117, Ch. 197, L. 1965; R.C.M. 1947, 32-3917.

Part 3

Relocation of Displaced Persons

60-4-301. Definitions. In this part, the following definitions apply:

(1) "Business" means any lawful activity conducted primarily:

(a) for the purchase and resale, manufacture, processing, or marketing of products, commodities, or other personal property;

(b) for the sale of services to the public; or

(c) by a nonprofit corporation.

(2) "Displaced person" means any individual, family, business, or farm operation which moves from real property acquired for state highway purposes or for a federal-aid highway.

(3) "Family" means two or more persons living together in the same dwelling unit who are related to each other by blood, marriage, adoption, or legal guardianship.

(4) "Farm operation" means any activity conducted primarily for the production of one or more agricultural products or commodities for sale and home use and customarily producing the products or commodities in sufficient quantity to be capable of contributing materially to the operator's support.

(5) "Individual" means a person who is not a member of a family.

History: En. Sec. 3, Ch. 212, L. 1969; amd. Sec. 140, Ch. 316, L. 1974; R.C.M. 1947, 32-3923.

60-4-302. Advisory assistance. (1) The department of highways may give relocation advisory assistance to an individual, family, business, or farm operation displaced because of the acquisition of real property for a project on the state highway systems.

(2) In giving assistance, the department may establish a temporary local relocation advisory assistance office to assist in obtaining replacement facilities for individuals, families, and businesses which must relocate because of the acquisition of right-of-way for a project on the state highway systems.

History: En. Sec. 4, Ch. 212, L. 1969; amd. Sec. 141, Ch. 316, L. 1974; R.C.M. 1947, 32-3924.

60-4-303. Compensation for moving expense. (1) As a part of the cost of construction, the department may compensate a displaced person for his actual and reasonable expense in moving himself, family, business, or farm operation, including moving personal property, and for his actual direct losses of tangible personal property as a result of moving or discontinuing a business or farm operation, not to exceed an amount equal to the reasonable expenses that would have been required to relocate the property, as determined by the department, and actual reasonable expenses in searching for a replacement business or farm.

(2) A displaced person who moves from a dwelling may elect to receive, instead of the payments authorized by subsection (1), a moving expense allowance, determined according to a schedule established by the department, not to exceed $300 and in addition a dislocation allowance of $200.

History: En. Sec. 5, Ch. 212, L. 1969; amd. Sec. 2, Ch. 426, L. 1971; amd. Sec. 142, Ch. 316, L. 1974; R.C.M. 1947, 32-3925(a), (b).

60-4-304. Relocation payment in case of business or farm operation. (1) A displaced person who moves or discontinues his business or farm operation may elect to receive, instead of the payment authorized by 60-4-303(1), a fixed relocation payment in an amount equal to the average annual net earnings of the business or farm operation, except that the payment may not be less than $2,500 or more than $10,000. In the case of a business, a payment may not be made under this section unless the department is satisfied that the business cannot be relocated without a substantial loss of patronage and is not a part of a commercial enterprise having at least one other establishment not being acquired which is engaged in the same or similar business.

(2) For purposes of this section, the term "average annual net earnings" means one-half of any net earnings of the business or farm operation, before federal and state income taxes, during the 2 taxable years immediately preceding the taxable

year in which the business or farm operation moves from the real property acquired for the project or during such other period which the department determines to be more equitable for establishing the earnings and includes any compensation paid by the business or farm operation to the owner, his spouse, or his dependents during this 2-year period.

(3) To be eligible for the payment authorized by this section, the business or farm operation must make its state income tax returns and its financial statements and accounting records available for audit and confidential use to determine the payment authorized by this section.

History: En. Sec. 5, Ch. 212, L. 1969; amd. Sec. 2, Ch. 426, L. 1971; amd. Sec. 142, Ch. 316, L. 1974; R.C.M. 1947, 32-3925(c).

60-4-305. Additional payment for realty with qualified dwelling. (1) In addition to the payments authorized by 60-4-303 and 60-4-304 as a part of the cost of construction, the department may make the following payments to the owner of real property acquired for a project on the state highway systems which is improved with a single-, two-, or three-family dwelling actually owned and occupied by the owner for not less than 180 days prior to the initiation of negotiations for the acquisition of the property:

(a) a payment not to exceed $15,000 which, when added to the acquisition payment, equals the reasonable price required for a comparable dwelling determined, in accordance with standards established by the department, to be a decent, safe, and sanitary dwelling adequate to accommodate the displaced owner, reasonably accessible to public services and place of employment and available on the market;

(b) a payment, if any, which will compensate the displaced person for increased costs which the person is required to pay for financing the acquisition of a comparable replacement dwelling. This payment shall be made only if the dwelling acquired by the department was encumbered by a bona fide mortgage which was a valid lien on the dwelling for not less than 180 days prior to the initiation of negotiations for the acquisition of the dwelling. This payment shall be equal to the excess in the aggregate interest and other debt service cost of that amount of the principal of the mortgage on the replacement dwelling which is equal to the unpaid balance of the mortgage on the acquired dwelling under the remaining term of the mortgage on the acquired dwelling reduced to discounted present value. The discount rate shall be the prevailing interest rate paid on savings deposits by commercial banks in the general area in which the replacement dwelling is located.

(c) the payment of reasonable expenses incurred by the displaced person for evidence of title, recording fees, and other closing costs incidental to the purchase of replacement dwelling, but not including prepaid expenses.

(2) Payments shall be made only to a displaced owner who purchases and occupies a dwelling, that meets standards established by the department, within 1 year subsequent to the date on which he is required to move from the dwelling acquired for the project.

History: En. Sec. 6, Ch. 212, L. 1969; amd. Sec. 3, Ch. 426, L. 1971; amd. Sec. 143, Ch. 316, L. 1974; R.C.M. 1947, 32-3926.

60-4-306. Additional payment for realty with other dwelling. (1) In addition to the payment authorized by 60-4-303 and 60-4-304 as a part of the cost of construction, the department may make a payment to an individual or family displaced from a dwelling not eligible to receive a payment under 60-4-305, which dwelling was actually and lawfully occupied by the individual or family for not less than 90 days prior to the first written offer for the acquisition of the property.

(2) The payment, not to exceed $4,000, shall be the additional amount which is necessary to enable the individual or family to lease or rent for a period not to

exceed 4 years or to make the downpayment on the purchase of a decent, safe, and sanitary dwelling of standards adequate to accommodate the individual or family in areas not generally less desirable in regard to public utilities and public and commercial facilities, except that if the amount of the downpayment to purchase exceeds $2,000, the individual or family must equally match the amount in excess of $2,000 in making the downpayment.

History: En. Sec. 7, Ch. 212, L. 1969; amd. Sec. 4, Ch. 426, L. 1971; amd. Sec. 144, Ch. 316, L. 1974; R.C.M. 1947, 32-3927.

60-4-307. Review of application for assistance — director's decision final. A displaced person aggrieved by a determination as to eligibility for a payment authorized by 60-4-303 through 60-4-306 or the amount of a payment may have his application reviewed by the director of highways, whose decision shall be final.

History: En. Sec. 8, Ch. 212, L. 1969; amd. Sec. 145, Ch. 316, L. 1974; amd. Sec. 1, Ch. 143, L. 1977; R.C.M. 1947, 32-3928.

60-4-308. Rules. The department may adopt rules to implement this part, including rules to implement the payment of expenses authorized by 60-4-303 through 60-4-306 and other rules relating to highway relocation assistance which are necessary or desirable under federal laws and rules. The department's rules shall include provisions relating to:

(1) a moving expense allowance, as provided in 60-4-303(2), for a displaced person who moves from a dwelling, determined according to a schedule, not to exceed $300;

(2) the conditions for decent, safe, and sanitary dwellings;

(3) procedure for an aggrieved displaced person to have his determination of eligibility or amount of payment reviewed by the commission; and

(4) eligibility of displaced persons for relocation assistance payments, the procedure for those persons to claim the payments, and the amounts of the payments.

History: En. Sec. 9, Ch. 212, L. 1969; amd. Sec. 5, Ch. 426, L. 1971; amd. Sec. 146, Ch. 316, L. 1974; R.C.M. 1947, 32-3929.

60-4-309. Assistance payments not income for state tax purposes. A payment received by a displaced person under this part may not be considered as income for Montana state income tax purposes.

History: En. Sec. 10, Ch. 212, L. 1969; amd. Sec. 147, Ch. 316, L. 1974; R.C.M. 1947, 32-3930.

60-4-310. No new element of condemnation damages created. Nothing in this part creates in a condemnation proceeding brought under the power of eminent domain an element of damages not in existence on July 1, 1969.

History: En. Sec. 11, Ch. 212, L. 1969; amd. Sec. 148, Ch. 316, L. 1974; R.C.M. 1947, 32-3931.

Part 4

Relocation of Utilities

60-4-401. Relocation — definitions. For the purposes of the sections relating to relocation of utilities facilities, terms are defined as follows:

(1) "Utility" includes publicly, privately, and cooperatively owned utilities.

(2) "Cost of relocation" includes the entire amount paid by the utility properly attributable to the relocation after deducting any increase in the value of the new facility and any salvage value derived from the old facility.

(3) "Federal-aid systems" includes the federal-aid primary system, the federal-aid secondary system, the federal-aid interstate system, and urban extensions of all of them.

(4) "Interstate system" includes any highway now included or which shall hereafter be included as a part of the national system of interstate and defense highways provided for in the Federal-Aid Highway Act of 1956 and supplements or amendments.

History: En. Sec. 4-116, Ch. 197, L. 1965; R.C.M. 1947, 32-2416.

60-4-402. Relocation of utility facilities — hearings — order. (1) After appropriate hearings, the department may adopt reasonable regulations for the installation, construction, maintenance, repair, renewal, or relocation of tracks, pipes, mains, conduits, cables, wires, towers, poles, and other equipment and appliances (hereafter called "facilities") of a utility in, on, along, over, across, through, or under a project on any of the federal-aid systems.

(2) The department shall give written notice of the place and time of a public hearing to determine the necessity of a relocation of facilities to all concerned not less than 20 days before the hearing. Hearing may be waived in writing by the utility concerned or other interested parties.

(3) After the hearing, the department may determine that the facilities must be relocated. If so, the utility owning or operating the facilities shall relocate them in accordance with the order of the department. The utility and its successors and assigns may maintain and operate the relocated facilities, with the necessary appurtenances, in the new location.

History: En. Sec. 4-114, Ch. 197, L. 1965; amd. Sec. 82, Ch. 316, L. 1974; R.C.M. 1947, 32-2414.

60-4-403. Relocation — costs. Seventy-five percent of all costs of relocation, including the costs of acquisition of new right-of-way, of dismantling, and of removal, shall be paid by the department as a cost of highway construction.

History: En. Sec. 4-115, Ch. 197, L. 1965; amd. Sec. 83, Ch. 316, L. 1974; R.C.M. 1947, 32-2415.

CHAPTER 5

CONTROL OF ACCESS

Part 1 — Control of Access

Section

60-5-101. Policy.
60-5-102. Definitions.
60-5-103. Designation as controlled-access highway.
60-5-104. Powers of highway authorities.
60-5-105. Design of controlled-access facility — entrance and exit restricted.
60-5-106. Elimination of grade crossings.
60-5-107. Existing roads and streets as service roads.
60-5-108. Maintenance of frontage roads.
60-5-109. Marking of controlled-access highway or facility with signs.
60-5-110. Commercial enterprise or structure prohibited.
60-5-111. Violations — penalties.

Part 1

Control of Access

60-5-101. Policy. The legislature declares it to be the policy of this state to facilitate the flow of traffic and promote public safety by controlling access to:

(1) highways included by the federal highway administration roads in the national system of interstate highways;

(2) throughways and intersections with throughways;

(3) such other federal-aid and state highways as shall be designated by the commission in accordance with the requirements set forth in this chapter.

History: En. Sec. 10-101, Ch. 197, L. 1965; amd. Sec. 152, Ch. 316, L. 1974; R.C.M. 1947, 32-4301.

60-5-102. Definitions. When used in this chapter, the following definitions apply:

(1) "Interstate highway" means a highway included as a part of the national system of interstate highways.

(2) "Controlled-access highway" means those portions of an interstate highway, throughway, or throughway intersection which the commission designates for through traffic or other federal-aid or state highway over, from, or to which owners or occupants of abutting land or other persons have no easement of access or only a limited easement of access, light, air, or view. It also means those portions of spurs to the interstate highway system which the commission designates as unsafe or impeded by unrestricted access of traffic from intersecting streets or alleys or public or private roads or ways of passage.

(3) "Controlled-access facility" means and includes streets, alleys, public roads, private roads, and ways of passage intersecting a controlled-access highway and real property contiguous to the right-of-way of a controlled-access highway.

(4) "Existing highway" means and includes highways, roads, and streets established, constructed, and in use on March 2, 1955. It does not include highways, roads, or streets, established, constructed, and in use after that date or highways, roads, or streets, or portions thereof relocated after that date.

(5) "Arterial highway" means a state highway designated by agreement between the commission and the secretary of transportation as part of the federal-aid primary system and any highway so designated as a part of the federal-aid secondary system which has been constructed and is being used primarily for through traffic on a continuous route.

(6) "Throughway" means a portion of an arterial highway constructed and used for carrying traffic partially or entirely around a town or city or a portion thereof.

(7) "Throughway intersection area" means an area within a radius of 300 feet from the point of intersection of the centerlines of a throughway and a public road, street, or highway.

(8) "Highway authorities" or "authority" means the entities in state, county, and municipal governments which have authority to construct, repair, and maintain highways, roads, and streets.

History: En. Sec. 10-102, Ch. 197, L. 1965; amd. Sec. 153, Ch. 316, L. 1974; R.C.M. 1947, 32-4302.

60-5-103. Designation as controlled-access highway. (1) No portion of any interstate highway, throughway or throughway intersection, or other federal-aid or state highway shall be designated as a controlled-access highway unless the commission shall adopt a resolution so designating it. The resolution shall be adopted by the majority vote of the members in attendance at any regular or special meeting. In it, the commission shall find and determine that it is necessary and desirable that:

(a) the owners or occupants of the abutting land or other persons shall have no easement of access or only a limited easement of access, light, air, or view;

(b) the rights of or easements to access, light, air, or view be acquired by the state so as to prevent such portion of highway from becoming unsafe for or impeded by unrestricted access of traffic from intersecting streets, alleys, public or private roads, or ways of passage.

(2) The resolution shall contain a statement of the reasons for its adoption and shall set forth the location, distance, and termini of the portion of the highway designated as a controlled-access highway.

History: En. Sec. 10-103, Ch. 197, L. 1965; amd. Sec. 1, Ch. 215, L. 1969; R.C.M. 1947, 32-4303.

60-5-104. Powers of highway authorities. (1) Those authorities of the state, counties, and municipalities authorized to participate in construction and maintenance of highways may plan, designate, establish, regulate, vacate, alter, improve, maintain, and provide controlled-access facilities for public use. Each such authority shall by resolution make the findings and determinations provided for in 60-5-103.

(2) The highway authorities of the state, counties, incorporated cities, and towns, respectively, or in cooperation each with the other, may acquire private or public property and property rights for controlled-access highways or controlled-access facilities and service roads. Such rights may include rights of access, air, view, and light. They may be acquired by gift, devise, purchase, or condemnation, in the same manner as may now or hereafter be authorized by law for the acquisition of property or property rights in connection with highways, roads, and streets in their respective jurisdictions.

(3) Within incorporated cities and towns and upon county roads or secondary highways, the department of highways shall not control access without the consent of the appropriate governing body.

(4) Each authority may also exercise with relation to controlled-access facilities any and all additional authority now or hereafter vested in it over highways, roads, or streets within its respective jurisdiction. It may regulate, restrict, or prohibit the use of controlled-access facilities by any vehicles or traffic.

History: (1), (3), (4)En. Sec. 10-105, Ch. 197, L. 1965; amd. Sec. 1, Ch. 436, L. 1973; Sec. 32-4305, R.C.M. 1947; (2)En. Sec. 8-218, Ch. 197, L. 1965; Sec. 32-4018, R.C.M. 1947; R.C.M. 1947, 32-4018, 32-4305.

60-5-105. Design of controlled-access facility — entrance and exit restricted. (1) Each highway authority may so design any controlled-access facility and so regulate, restrict, or prohibit access as to best serve the traffic for which the facility is intended. In so doing, it may divide and separate any controlled-access facility into separate roadways by the construction of raised curbings, central dividing sections, or other physical separations or by designating the separate roadways by signs, markers, stripes, and other devices.

(2) No person shall have any right to enter upon, exit from, or cross any controlled-access facility except at designated points at which access may be permitted. Terms and conditions governing such access may be specified from time to time.

History: En. Sec. 10-106, Ch. 197, L. 1965; R.C.M. 1947, 32-4306.

60-5-106. Elimination of grade crossings. (1) Each highway authority may provide for elimination of intersections at grade of controlled-access highways or controlled-access facilities with existing federal-aid and state highways, county roads, and city or town streets. Elimination shall be accomplished at the boundary of the controlled-access right-of-way.

(2) After the establishment of any controlled-access highway or facility, no private or public highway or street which is not a part of the highway or facility shall intersect it at grade. No street, road, highway, or other public way shall be opened into or connected with any controlled-access highway or facility without the prior consent and approval of the appropriate highway authority.

(3) The commission may, whenever it determines that the public safety is not thereby impaired, authorize the continued intersection at grade of lightly traveled farm entrances and minor public roads as ways of access to controlled-access highways in sparsely populated rural areas. The commission shall have sole jurisdiction to determine the existence and location of any intersection with interstate highways, throughways, and other federal-aid and state highways.

History: En. Sec. 10-107, Ch. 197, L. 1965; R.C.M. 1947, 32-4307.

60-5-107. Existing roads and streets as service roads. (1) In connection with the development of any controlled-access highway or facility, each highway authority may plan, designate, establish, use, regulate, alter, improve, maintain, and vacate local service roads and streets. Each authority may designate as local service roads and streets any existing road or street.

(2) Service roads and streets shall be of appropriate design. They shall be separated from the controlled-access highway or facility by means of all devices determined to be necessary to carry out the provisions of this chapter.

(3) Each authority shall exercise jurisdiction over service roads and streets in the same manner as is authorized over controlled-access highways or facilities.

History: En. Sec. 10-108, Ch. 197, L. 1965; R.C.M. 1947, 32-4308.

60-5-108. Maintenance of frontage roads. Frontage roads shall be maintained by the department of highways.

History: En. Sec. 1, Ch. 90, L. 1965; amd. Sec. 154, Ch. 316, L. 1974; R.C.M. 1947, 32-4308.1.

60-5-109. Marking of controlled-access highway or facility with signs. Any controlled-access highway or facility and portions thereof shall be physically marked by signs indicating to drivers of vehicles the points at which they enter and leave a controlled-access area.

History: En. Sec. 10-109, Ch. 197, L. 1965; R.C.M. 1947, 32-4309.

60-5-110. Commercial enterprise or structure prohibited. No commercial enterprise or structure shall be constructed or operated on the publicly owned right-of-way of a controlled-access highway or facility or on any publicly leased land used in connection therewith.

History: En. Sec. 10-110, Ch. 197, L. 1965; R.C.M. 1947, 32-4310.

60-5-111. Violations — penalties. (1) On any controlled-access highway or facility, it is unlawful for any person to construct, operate, or maintain any road or private driveway connecting with the highway or facility without first obtaining permission in writing from the highway authority having jurisdiction and, with the exception of an interstate highway, from the local governing body.

(2) Any person who violates any of the provisions of this section is guilty of a misdemeanor. Upon arrest and conviction therefor, he shall be punished by a fine of not less than $5 or more than $100 or by imprisonment in the city or county

jail for not less than 5 days or more than 90 days or by both fine and imprisonment.

History: En. Sec. 10-111, Ch. 197, L. 1965; R.C.M. 1947, 32-4311(1), (1)(e), (2).

CHAPTER 6

HIGHWAY ENCROACHMENTS

Part 1 — Removal of Encroachments by State Authorities

Section

60-6-101. Highway encroachments — immediate removal.
60-6-102. Notice of encroachment.
60-6-103. Time limit for removal — penalty.
60-6-104. Denial of encroachment — department action.
60-6-105. Removal at owner's expense when not denied.

Part 1

Removal of Encroachments by State Authorities

60-6-101. Highway encroachments — immediate removal. (1) If any highway under the jurisdiction of the highway commission is encroached upon by a fence, building, structure, sign, marker, or other obstruction, the department of highways may give notice in writing to the person erecting or maintaining such encroachment requiring the same to be removed.

(2) If the encroachment obstructs and prevents the use of the highway for vehicles, the department may immediately remove the same without the notice required by 60-6-102.

History: En. 32-4411 by Sec. 1, Ch. 231, L. 1975; R.C.M. 1947, 32-4411.

60-6-102. Notice of encroachment. (1) Notice to remove the encroachment, specifying the width of the highway right-of-way and the place and extent of the encroachment, must be given to the person erecting or maintaining such encroachment.

(2) Notice must be given in the following manner:

(a) in writing by certified mail sent to the person's business or personal address or by personal service;

(b) if such address cannot be found, by posting it on the encroachment.

History: En. 32-4412 by Sec. 2, Ch. 231, L. 1975; R.C.M. 1947, 32-4412.

60-6-103. Time limit for removal — penalty. If the encroachment is not permanently affixed to the land, such encroachment shall be removed from the right-of-way within 2 days after receipt of the notice. If such an encroachment remains on the right-of-way after this period of time, the person who causes, owns, or controls the encroachment shall be liable for the cost of such removal.

History: En. 32-4413 by Sec. 3, Ch. 231, L. 1975; R.C.M. 1947, 32-4413.

60-6-104. Denial of encroachment — department action. If the encroachment is denied, the department shall commence appropriate legal action to have said encroachment removed. If the department recovers a judgment, it shall have its costs. If the encroachment is not removed within 5 days after entry of judgment, the department may remove it at the expense of the person who causes, owns, or controls it.

History: En. 32-4414 by Sec. 4, Ch. 231, L. 1975; R.C.M. 1947, 32-4414(1).

60-6-105. Removal at owner's expense when not denied. If an encroachment affixed to the land is not denied and is not removed within 5 days after receipt of the notice, the department may remove it at the expense of the person who causes, owns, or controls it. The department may recover the expense of removal and costs in an action brought for that purpose.

History: En. 32-4414 by Sec. 4, Ch. 231, L. 1975; R.C.M. 1947, 32-4414(2).

CHAPTER 7

LIVESTOCK ON HIGHWAYS

Part 1 — Fencing of Open Range

Section

60-7-101. Purpose.
60-7-102. Definitions.
60-7-103. Department to fence right-of-way through open range.

Part 2 — Grazing of Livestock on Highways

60-7-201. Grazing livestock on highway unlawful.
60-7-202. Exclusions.
60-7-203. Penalty.
60-7-204. Flagmen escorts — prohibitions against nighttime herding on public highways.
60-7-205. Violations.

Part 1

Fencing of Open Range

60-7-101. Purpose. It is the purpose of 60-7-101 through 60-7-103 to balance the tradition of the open range and the economic and geographic problems of raising livestock with the need for safer highways and the policy of taking all feasible measures to reduce the high incidence of traffic accidents and fatalities on Montana highways.

History: En. 32-2425.1 by Sec. 1, Ch. 255, L. 1974; R.C.M. 1947, 32-2425.1.

60-7-102. Definitions. As used in 60-2-208 and 60-7-101 through 60-7-103, the following definitions apply:

(1) "Open range" means those areas of the state where livestock is raised and maintained in sufficient numbers as to constitute a significant part of the local or county economy and where such animals graze and move about generally unrestrained by fences.

(2) A "high-hazard area" is a segment of the primary highway system passing through open range where livestock moves on or across the highway often enough,

in enough numbers, and with enough ease of access that such animals create a significant traffic safety hazard. Evidence bearing on whether animals on the highway pose a significant hazard includes, without limitation, past accident records, the opinions of persons qualified by experience to evaluate the relative safety of road conditions, and the terrain around the road.

(3) A "low-hazard area" is a segment of the primary highway system passing through open range which is not a high-hazard area.

(4) "Livestock" means cattle, sheep, swine, horses, mules, and goats.

History: En. Sec. 1, Ch. 311, L. 1969; amd. Sec. 2, Ch. 255, L. 1974; amd. Sec. 91, Ch. 316, L. 1974; R.C.M. 1947, 32-2426(2).

60-7-103. Department to fence right-of-way through open range. (1) The department shall fence the right-of-way of any part of the state highway system that is constructed or reconstructed after July 1, 1969, through open range where livestock present a hazard to the safety of the motorist. Where a fence is constructed, adequate stock gates or stock passes, as necessary, shall be provided to make land on either side of the highway usable for livestock purposes.

(2) The department shall erect a fence in every high-hazard area as promptly as possible, and the cost of such construction is an expenditure for the enforcement of federal-aid highway safety programs. Gates, stock underpasses, water facilites, and cattle guards may be installed where necessary to make the land on either side of the highway usable for livestock purposes or where a public right-of-way intersects the state highway.

History: (1)En. Sec. 1, Ch. 311, L. 1969; amd. Sec. 2, Ch. 255, L. 1974; amd. Sec. 91, Ch. 316, L. 1974; Sec. 32-2426, R.C.M. 1947; (2)En. 32-2429 by Sec. 5, Ch. 255, L. 1974; Sec. 32-2429, R.C.M. 1947; R.C.M. 1947, 32-2426(1), 32-2429.

Part 2

Grazing of Livestock on Highways

60-7-201. Grazing livestock on highway unlawful. A person who owns or possesses livestock may not permit the livestock to graze, remain upon, or occupy a part of the right-of-way of:

(1) a state highway running through cultivated areas or a part of the fenced right-of-way of a state highway if in either case the highway has been designated by agreement between the highway commission and the secretary of transportation as a part of the national system of interstate and defense highways; or

(2) a state highway designated by agreement between the highway commission and the secretary of transportation as a part of the federal-aid primary system, except as provided in 60-7-202.

History: En. Sec. 1, Ch. 95, L. 1951; amd. Sec. 1, Ch. 186, L. 1961; Sec. 32-1018, R.C.M. 1947; amd. and redes. 32-21-176 by Sec. 7, Ch. 316, L. 1974; R.C.M. 1947, 32-21-176.

60-7-202. Exclusions. Section 60-7-201 does not apply to the following:

(1) livestock on state highways in charge of one or more herders;

(2) the parts of fenced highways adjacent to open range where a highway device has not been installed to exclude range livestock;

(3) the parts of a state highway, a part of the federal-aid primary system which the department of highways designates as being impracticable to exclude livestock. These portions of the highway shall be marked by proper signs in accordance with

the department's manual and specifications for a uniform system of traffic-control devices.

History: En. Sec. 2, Ch. 95, L. 1951; amd. Sec. 2, Ch. 186, L. 1961; Sec. 32-1019, R.C.M. 1947; amd. and redes. 32-21-177 by Sec. 8, Ch. 316, L. 1974; R.C.M. 1947, 32-21-177.

60-7-203. Penalty. A person who violates 60-7-201 is guilty of a misdemeanor and is subject to a fine of not less than $5 or more than $100 for each offense. In a civil action for damages caused by collision between a motor vehicle and a domestic animal or animals on a highway brought by the owner, driver, or occupant of a motor vehicle or by their personal representatives or assigns or by the owner of livestock, there is no presumption or inference that the collision was due to negligence on the part of the owner or the person in possession of the livestock or the driver or owner of the vehicle.

History: En. Sec. 3, Ch. 95, L. 1951; amd. Sec. 3, Ch. 186, L. 1961; Sec. 32-1020, R.C.M. 1947; amd. and redes. 32-21-178 by Sec. 9, Ch. 316, L. 1974; R.C.M. 1947, 32-21-178.

60-7-204. Flagmen escorts — prohibitions against nighttime herding on public highways. A person who owns, controls, or possesses livestock may not herd or drive a herd of livestock numbering more than 10 on an interstate or state primary highway designated as such by the highway commission unless the livestock is preceded and followed by flagmen escorts for the purpose of warning other highway users. Livestock may not be herded or driven on an interstate or state primary highway during nighttime, as that term is defined in 1-1-301, except in a case of emergency. In the case of an emergency during the nighttime, the flagmen escorts shall use adequate warning lights, such as but not limited to portable lamps, lanterns, or rotating beacons. This section does not apply during daytime at posted livestock crossings on highways.

History: En. Sec. 1, Ch. 90, L. 1967; Sec. 32-1021, R.C.M. 1947; amd. and redes. 32-21-179 by Sec. 10, Ch. 316, L. 1974; R.C.M. 1947, 32-21-179.

60-7-205. Violations. A person who violates 60-7-204 is guilty of a misdemeanor.

History: En. Sec. 2, Ch. 90, L. 1967; Sec. 32-1022, R.C.M. 1947; amd. and redes. 32-21-180 by Sec. 11, Ch. 316, L. 1974; R.C.M. 1947, 32-21-180.

TITLE 61

MOTOR VEHICLES

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CHAPTER 1

DEFINITIONS

Part 1 — Vehicles

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Part 1

Vehicles

61-1-101. Definitions. The following words and phrases when used in this [act] shall, for the purpose of this [act], have the meanings respectively ascribed to them in this chapter.

History: En. Sec. 2, Ch. 267, L. 1947; R.C.M. 1947, 31-118.

61-1-102. Motor vehicle. (1) "Motor vehicle" means every vehicle which is self-propelled and every vehicle which is propelled by electric power obtained from overhead trolley wires but not operated upon rails, excluding motorcycles.

(2) For 61-10-101 through 61-10-110, the term "motor vehicle" is defined in subsection (3).

(3) "Motor vehicle" means every vehicle which is self-propelled and every vehicle which is propelled by electric power obtained from overhead trolley wires but not operated upon rails.

(4) The word "motor vehicle" as used in 61-3-502 means automobiles, auto trucks, and motorcycles, propelled by their own power, used upon the public highways of the state.

(5) The term "motor vehicle" as used in part 4 of chapter 4 shall mean every self-propelled vehicle moving over the highways of this state, whether patented or unpatented.

(6) "Motor vehicle" means a self-propelled vehicle including without limitation an automobile, motorbus, motorcycle, truck, and truck tractor.

(7) The word "motor vehicle" as used in [this title] shall include trailers, semitrailers, automobiles, auto trucks, motorcycles, cycle motors, and all other vehicles propelled by their own power, used upon the public highways of the state, excepting steam or gas tractors, or self-propelled wheelchairs or similar vehicles operated by invalids.

(8) The term "motor vehicle" as used in 61-3-202 and 61-3-322 includes automobile, truck, motorcycle-type vehicle, and semitrailer, trailer and housetrailer.

(9) The words "motor vehicle" as used in chapters 3 and 4 shall include all vehicles which are self-propelled, except road rollers, traction engines, and railroad cars, farm tractors, and motorcars run upon stationary rails or tracks.

(10) "Motor vehicle", as used in part 1, chapter 6, means every self-propelled vehicle which is designed for use upon a highway, including trailers and semitrailers designed for use with such vehicles (except traction engines, road rollers, farm tractors, tractor cranes, power shovels, and well drillers) and every vehicle which is propelled by electric power obtained from overhead wires but not operated upon rails.

(11) "Motor vehicle", as used in 61-3-711 through 61-3-733, means every vehicle which is self-propelled and every vehicle which is propelled by electric power obtained from overhead trolley wires, but not operated upon rails.

History: (1)En. Sec. 3, Ch. 267, L. 1947; amd. Sec. 1, Ch. 291, L. 1973; Sec. 31-119, R.C.M. 1947; (2)En. 32-1123.2 by Sec. 13, Ch. 316, L. 1974; amd. Sec. 1, Ch. 269, L. 1977; Sec. 32-1123.2, R.C.M. 1947; (3)En. Sec. 2, Ch. 263, L. 1955; amd. Sec. 1, Ch. 153, L. 1975; Sec. 32-2102, R.C.M. 1947; (4)En. Sec. 6-215, Ch. 197, L. 1965; amd. Sec. 5, Ch. 290, L. 1967; amd. Sec. 119, Ch. 316, L. 1974; amd. Sec. 15, Ch. 74, L. 1975; Sec. 32-3315, R.C.M. 1947; (5)En. Sec. 2, Ch. 144, L. 1937; Sec. 51-202, R.C.M. 1947; (6)En. 51-601 by Sec. 1, Ch. 380, L. 1977; Sec. 51-601, R.C.M. 1947; (7)En. Sec. 5, Ch. 158, L. 1931; re-en. Sec. 1755.3, R.C.M. 1935; amd. Sec. 1, Ch. 369, L. 1974; Sec. 53-104, R.C.M. 1947; (8)En. Sec. 4, Ch. 75, L. 1917; re-en. Sec. 1758, R.C.M. 1921; amd. Sec. 2, Ch. 159, L. 1933; re-en. Sec. 1758, R.C.M. 1935; amd. Sec. 5, Ch. 72, L. 1937; amd. Sec. 1, Ch. 148, L. 1943; amd. Sec. 1, Ch. 63, L. 1945; amd. Sec. 1, Ch. 115, L. 1953; amd. Sec. 1, Ch. 200, L. 1955; amd. Sec. 1, Ch. 139, L. 1961; amd. Sec. 7, Ch. 127, L. 1969; amd. Sec.

1, Ch. 179, L. 1971; amd. Sec. 1, Ch. 104, L. 1975; Sec. 53-107, R.C.M. 1947; (9)En. Sec. 12, Ch. 75, L. 1917; amd. Sec. 3, Ch. 207, L. 1919; re-en. Sec. 1763, R.C.M. 1921; re-en. Sec. 1763, R.C.M. 1935; amd. Sec. 4, Ch. 88, L. 1943; amd. Sec. 1, Ch. 139, L. 1945; amd. Sec. 1, Ch. 199, L. 1947; amd. Sec. 4, Ch. 256, L. 1965; Sec. 53-133, R.C.M. 1947; (10)En. Sec. 1, Ch. 204, L. 1951; amd. Sec. 1, Ch. 30, L. 1967; Sec. 53-418, R.C.M. 1947; (11)En. Sec. 2, Ch. 206, L. 1963; amd. Sec. 190, Ch. 316, L. 1974; Sec. 53-702, R.C.M. 1947; R.C.M. 1947, 31-119(b), 32-1123.2(2), 32-2102(b), 32-3315(part), 51-202(g), 51-601(10), 53-104, 53-107(part), 53-133(a), 53-418(6), 53-702(8).

61-1-103. Vehicle. (1) "Vehicle" means every device in, upon, or by which any person or property is or may be transported or drawn upon a public highway, excepting devices moved by human or animal power or used exclusively upon stationary rails or tracks.

(2) For 61-10-101 through 61-10-110, the term "vehicle" is defined in subsection (3).

(3) "Vehicle" means every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, except devices moved by human power or used exclusively upon stationary rails or tracks.

(4) The term "vehicle" as used in chapters 3 and 4 shall include any motor vehicle as herein defined.

(5) "Vehicle", as used in 61-3-711 through 61-3-733, means every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, excepting devices moved by human power or used exclusively upon stationary rails or tracks.

History: (1)En. Sec. 3, Ch. 267, L. 1947; amd. Sec. 1, Ch. 291, L. 1973; Sec. 31-119, R.C.M. 1947; (2)En. 32-1123.2 by Sec. 13, Ch. 316, L. 1974; amd. Sec. 1, Ch. 269, L. 1977; Sec. 32-1123.2, R.C.M. 1947; (3)En. Sec. 2, Ch. 263, L. 1955; amd. Sec. 1, Ch. 153, L. 1975; Sec. 32-2102, R.C.M. 1947; (4)En. Sec. 12, Ch. 75, L. 1917; amd. Sec. 3, Ch. 207, L. 1919; re-en. Sec. 1763, R.C.M. 1921; re-en. Sec. 1763, R.C.M. 1935; amd. Sec. 4, Ch. 88, L. 1943; amd. Sec. 1, Ch. 139, L. 1945; amd. Sec. 1, Ch. 199, L. 1947; amd. Sec. 4, Ch. 256, L. 1965; Sec. 53-133, R.C.M. 1947; (5)En. Sec. 2, Ch. 206, L. 1963; amd. Sec. 190, Ch. 316, L. 1974; Sec. 53-702, R.C.M. 1947; R.C.M. 1947, 31-119(a), 32-1123.2(1), 32-2102(a), 53-133(i), 53-702(9).

61-1-104. Special mobile equipment. (1) "Special mobile equipment" means every vehicle not designed or used primarily for the transportation of persons or property and incidentally operated or moved over the highways, including farm tractors, road construction or maintenance machinery, ditch-digging apparatus, well-boring apparatus, and concrete mixers. The foregoing enumeration shall be deemed partial and shall not operate to exclude other such vehicles which are within the general terms of this section.

(2) "Special mobile equipment" as used in 61-3-431 through 61-3-434 means every vehicle which is not designed and used primarily for the transportation of persons or property on a public highway and which is operated or moved over the highway from construction project to construction project, and not removed from the confines and haul roads thereof, except for movement from construction project to storage yard, from storage yard to construction project, or from storage yard or construction project to point of repair or maintenance and return. Special mobile equipment includes, but is not limited to portable air compressors, air drills, asphalt spreaders, gravel crushing equipment and hot plant equipment, buckets, belt and front-end loaders, track-laying tractors, ditchers, leveling graders, finishing machines, motor graders, paving mixers, earth-moving scrapers and carryalls, lighting, generating, and power plants, welders, pumps, power shovels and draglines, cranes, crane mounted heel-boom log loaders, fork-lift trucks, lumber carriers, bunkhouses, toolhouses, shop cars, oil distributors, scales and scale houses, and con-

veyors. It also includes self-propelled tractor-drawn earth moving equipment, dump trucks, and tractor-dump trailer combinations which, because of excess width, height, length, or unladen weight, cannot be moved over a public highway without a permit as provided in 61-10-121 through 61-10-127, and which are operated unladen except within the boundaries of the project limits, as defined by the contract, and adjacent haul roads. However, the term "special mobile equipment" does not include a vehicle such as a truck, truck tractor, trailer, semitrailer, housetrailer, or house car designed for the transportation of persons or property.

History: (1)En. Sec. 2, Ch. 263, L. 1955; amd. Sec. 1, Ch. 153, L. 1975; Sec. 32-2102, R.C.M. 1947; (2)En. Sec. 4, Ch. 183, L. 1955; amd. Sec. 2, Ch. 150, L. 1963; amd. Sec. 189, Ch. 316, L. 1974; Sec. 53-642, R.C.M. 1947; R.C.M. 1947, 32-2102(j), 53-642.

61-1-105. Motorcycle. (1) "Motorcycle" means every motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground, but excluding a tractor.

(2) "Motorcycle" means every motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground, but excluding a tractor.

(3) The term "motorcycle" as used in chapters 3 and 4 shall mean a motor vehicle having not more than three wheels in contact with the ground and a saddle on which the operator sits astride, or a platform on which he stands, and bicycles having a motor attachment thereto and a driving wheel in contact with the ground, in addition to the wheels of the vehicle itself, but a motorcycle may carry one or more attachments and a seat for the conveyance of a passenger.

History: (1)En. Sec. 3, Ch. 267, L. 1947; amd. Sec. 1, Ch. 291, L. 1973; Sec. 31-119, R.C.M. 1947; (2)En. Sec. 2, Ch. 263, L. 1955; amd. Sec. 1, Ch. 153, L. 1975; Sec. 32-2102, R.C.M. 1947; (3)En. Sec. 12, Ch. 75, L. 1917; amd. Sec. 3, Ch. 207, L. 1919; re-en. Sec. 1763, R.C.M. 1921; re-en. Sec. 1763, R.C.M. 1935; amd. Sec. 4, Ch. 88, L. 1943; amd. Sec. 1, Ch. 139, L. 1945; amd. Sec. 1, Ch. 199, L. 1947; amd. Sec. 4, Ch. 256, L. 1965; Sec. 53-133, R.C.M. 1947; R.C.M. 1947, 31-119(f), 32-2102(c), 53-133(b).

61-1-106. Motor-driven cycle. "Motor-driven cycle" means every motorcycle, including every motor scooter, with a motor which produces not to exceed 5 horsepower, and every bicycle with motor attached.

History: En. Sec. 2, Ch. 263, L. 1955; amd. Sec. 1, Ch. 153, L. 1975; R.C.M. 1947, 32-2102(d).

61-1-107. Truck. (1) "Truck" means every motor vehicle designed, used, or maintained primarily for the transportation of property.

(2) For 61-10-101 through 61-10-110, the term "truck" is defined in subsection (1).

(3) The term "motortruck" as used in chapters 3 and 4 shall include all motor vehicles designed or used for the transportation of commodities, merchandise, produce, freight, or animals.

History: (1)En. Sec. 4, Ch. 263, L. 1955; Sec. 32-2104, R.C.M. 1947; (2)En. 32-1123.2 by Sec. 13, Ch. 316, L. 1974; amd. Sec. 1, Ch. 269, L. 1977; Sec. 32-1123.2, R.C.M. 1947; (3)En. Sec. 12, Ch. 75, L. 1917; amd. Sec. 3, Ch. 207, L. 1919; re-en. Sec. 1763, R.C.M. 1921; re-en. Sec. 1763, R.C.M. 1935; amd. Sec. 4, Ch. 88, L. 1943; amd. Sec. 1, Ch. 139, L. 1945; amd. Sec. 1, Ch. 199, L. 1947; amd. Sec. 4, Ch. 256, L. 1965; Sec. 53-133, R.C.M. 1947; R.C.M. 1947, 32-1123.2(4), 32-2104(a), 53-133(c).

61-1-108. Truck tractor. (1) "Truck tractor" means every motor vehicle designed and used primarily for drawing other vehicles and not so constructed as to carry a load other than a part of the weight of the vehicle and load so drawn.

(2) For 61-10-101 through 61-10-110, the term "truck tractor" is defined in subsection (1).

History: (1)En. Sec. 3, Ch. 263, L. 1955; Sec. 32-2103, R.C.M. 1947; (2)En. 32-1123.2 by Sec. 13, Ch. 316, L. 1974; amd. Sec. 1, Ch. 269, L. 1977; Sec. 32-1123.2, R.C.M. 1947; R.C.M. 1947, 32-1123.2(3), 32-2103(a).

61-1-109. Farm tractor. (1) "Farm tractor" means every motor vehicle designed and used primarily as a farm implement for drawing plows, mowing machines, and other implements of husbandry.

(2) "Farm tractor" means every motor vehicle designed and used primarily as a farm implement for drawing plows, mowing machines, and other implements of husbandry.

History: (1)En. Sec. 3, Ch. 267, L. 1947; amd. Sec. 1, Ch. 291, L. 1973; Sec. 31-119, R.C.M. 1947; (2)En. Sec. 3, Ch. 263, L. 1955; Sec. 32-2103, R.C.M. 1947; R.C.M. 1947, 31-119(c), 32-2103(b).

61-1-110. Road tractor. "Road tractor" means every motor vehicle designed and used for drawing other vehicles and not so constructed as to carry any load thereon either independently or any part of the weight of a vehicle or load so drawn.

History: En. Sec. 3, Ch. 263, L. 1955; R.C.M. 1947, 32-2103(c).

61-1-111. Trailer. (1) "Trailer" means every vehicle with or without motive power, other than a pole trailer, designed for carrying property and for being drawn by a motor vehicle and so constructed that no part of its weight rests upon the towing vehicle.

(2) For 61-10-101 through 61-10-110, the term "trailer" is defined in subsection (1).

(3) The term "trailer" as used in chapters 3 and 4 shall include every vehicle without motive power, designated to carry property or passengers wholly on its own structure and to be drawn by a motor vehicle.

History: (1)En. Sec. 5, Ch. 263, L. 1955; amd. Sec. 1, Ch. 204, L. 1957; Sec. 32-2105, R.C.M. 1947; (2)En. 32-1123.2 by Sec. 13, Ch. 316, L. 1974; amd. Sec. 1, Ch. 269, L. 1977; Sec. 32-1123.2, R.C.M. 1947; (3)En. Sec. 12, Ch. 75, L. 1917; amd. Sec. 3, Ch. 207, L. 1919; re-en. Sec. 1763, R.C.M. 1921; re-en. Sec. 1763, R.C.M. 1935; amd. Sec. 4, Ch. 88, L. 1943; amd. Sec. 1, Ch. 139, L. 1945; amd. Sec. 1, Ch. 199, L. 1947; amd. Sec. 4, Ch. 256, L. 1965; Sec. 53-133, R.C.M. 1947; R.C.M. 1947, 32-1123.2(5), 32-2105(a), 53-133(d).

61-1-112. Semitrailer. (1) "Semitrailer" means every vehicle with or without motive power, other than a pole trailer, designed for carrying property and for being drawn by a motor vehicle and so constructed that some part of its weight and that of its load rests upon or is carried by another vehicle.

(2) For 61-10-101 through 61-10-110, the term "semitrailer" is defined in subsection (1).

(3) The term "semitrailer" as used in chapters 3 and 4 shall include every vehicle of the trailer type so designed and used in conjunction with a motor vehicle that some part of its own weight and that of its own load rests upon or is carried by another vehicle.

History: (1)En. Sec. 5, Ch. 263, L. 1955; amd. Sec. 1, Ch. 204, L. 1957; Sec. 32-1205, R.C.M. 1947; (2)En. 32-1123.2 by Sec. 13, Ch. 316, L. 1974; amd. Sec. 1, Ch. 269, L. 1977; Sec. 32-1123.2, R.C.M. 1947; (3)En. Sec. 12, Ch. 75, L. 1917; amd. Sec. 3, Ch. 207, L. 1919; re-en. Sec. 1763, R.C.M. 1921; re-en. Sec. 1763, R.C.M. 1935; amd. Sec. 4, Ch. 88, L. 1943; amd. Sec. 1, Ch. 139, L. 1945; amd. Sec.

1, Ch. 199, L. 1947; amd. Sec. 4, Ch. 256, L. 1965; Sec. 53-133, R.C.M. 1947; R.C.M. 1947, 32-1123.2(6), 32-2105(b), 53-133(e).

61-1-113. Dolly or converter gear. "Dolly or converter gear" means a device consisting of one or two axles with a fifth wheel and trailer tongue used to support the forward end of a semitrailer, thereby converting a semitrailer into a trailer.

History: En. 32-1123.2 by Sec. 13, Ch. 316, L. 1974; amd. Sec. 1, Ch. 269, L. 1977; R.C.M. 1947, 32-1123.2(7).

61-1-114. Pole trailer. "Pole trailer" means every vehicle without power designed to be drawn by another vehicle and attached to the towing vehicle by means of a reach or pole or by being boomed or otherwise secured to the towing vehicle and ordinarily used for transporting long or irregularly shaped loads such as poles, pipes, or structural members capable generally of sustaining themselves as beams between the supporting connections.

History: En. Sec. 5, Ch. 263, L. 1955; amd. Sec. 1, Ch. 204, L. 1957; R.C.M. 1947, 32-2105(c).

61-1-115. Bus. "Bus" means every motor vehicle designed for carrying more than 10 passengers and used for the transportation of persons and every motor vehicle, other than a taxicab, designed and used for the transportation of persons for compensation.

History: En. Sec. 3, Ch. 267, L. 1947; amd. Sec. 1, Ch. 291, L. 1973; Sec. 31-119, R.C.M. 1947; R.C.M. 1947, 31-119(e).

61-1-116. School bus. "School bus" means every motor vehicle owned by a public or governmental agency and operated for the transportation of children to or from school or privately owned and operated for compensation for the transportation of children to or from school.

History: En. Sec. 3, Ch. 267, L. 1947; amd. Sec. 1, Ch. 291, L. 1973; Sec. 31-119, R.C.M. 1947; R.C.M. 1947, 31-119(d).

61-1-117. Used motor vehicle. The term "used motor vehicle" as used in chapters 3 and 4 shall include any motor vehicle which has been sold, bargained, exchanged, given away, or title transferred from the person who first took title to it from the manufacturer, importer, dealer, or agent of the manufacturer or importer, and so used as to have become what is commonly known as "second hand" within the ordinary meaning thereof.

History: En. Sec. 12, Ch. 75, L. 1917; amd. Sec. 3, Ch. 207, L. 1919; re-en. Sec. 1763, R.C.M. 1921; re-en. Sec. 1763, R.C.M. 1935; amd. Sec. 4, Ch. 88, L. 1943; amd. Sec. 1, Ch. 139, L. 1945; amd. Sec. 1, Ch. 199, L. 1947; amd. Sec. 4, Ch. 256, L. 1965; R.C.M. 1947, 53-133(j).

61-1-118. Police vehicle. "Police vehicle" means any vehicle used in the service of any law enforcement agency.

History: En. Sec. 2, Ch. 263, L. 1955; amd. Sec. 1, Ch. 153, L. 1975; R.C.M. 1947, 32-2102(e).

61-1-119. Authorized emergency vehicles. "Authorized emergency vehicles" means vehicles of the fire department, fire patrol, and such ambulances and emergency vehicles as are designated or authorized by the division.

History: En. Sec. 2, Ch. 263, L. 1955; amd. Sec. 1, Ch. 153, L. 1975; R.C.M. 1947, 32-2102(f).

61-1-120. Emergency service vehicles. "Emergency service vehicles" means emergency service vehicles of state, county, or municipal departments, or public service vehicles, which by the nature of their operation cause a vehicular traffic hazard; or authorized tow cars.

History: En. Sec. 2, Ch. 263, L. 1955; amd. Sec. 1, Ch. 153, L. 1975; R.C.M. 1947, 32-2102(g).

61-1-121. Implement of husbandry. "Implement of husbandry" means every vehicle which is designed for agricultural purposes and exclusively used by the owner thereof in the conduct of his agricultural operations.

History: En. Sec. 21.2, Ch. 263, L. 1955; R.C.M. 1947, 32-2123(b).

61-1-122. Trackless trolley coach. "Trackless trolley coach" means every motor vehicle which is propelled by electric power obtained from overhead trolley wires but not operated upon rails.

History: En. Sec. 4, Ch. 263, L. 1955; R.C.M. 1947, 32-2104(c).

61-1-123. Bicycle. "Bicycle" means every device propelled by human power upon which any person may ride, having two tandem wheels either of which is more than 20 inches in diameter.

History: En. Sec. 2, Ch. 263, L. 1955; amd. Sec. 1, Ch. 153, L. 1975; R.C.M. 1947, 32-2102(i).

61-1-124. Railroad train. "Railroad train" means a steam engine or electric or other motor, with or without cars coupled thereto, operated upon rails, except streetcars.

History: En. Sec. 7, Ch. 263, L. 1955; R.C.M. 1947, 32-2107(b).

61-1-125. Pneumatic tire. "Pneumatic tire" means every tire in which compressed air is designed to support the load.

History: En. Sec. 6, Ch. 263, L. 1955; R.C.M. 1947, 32-2106(a).

61-1-126. Solid tire. "Solid tire" means every tire of rubber or other resilient material which does not depend upon compressed air for the support of the load.

History: En. Sec. 6, Ch. 263, L. 1955; R.C.M. 1947, 32-2106(b).

61-1-127. Metal tire. "Metal tire" means every tire the surface of which in contact with the highway is wholly or partly metal or other hard nonresilient material.

History: En. Sec. 6, Ch. 263, L. 1955; R.C.M. 1947, 32-2106(c).

61-1-128. Axle. "Axle" means a transverse beam which is the common axis of rotation of one or more wheels and which, to receive credit for allowable total gross loading, must be capable of continuously transmitting a proportionate share of the total gross load to the roadway when the axle is in operation.

History: En. 32-1123.2 by Sec. 13, Ch. 316, L. 1974; amd. Sec. 1, Ch. 269, L. 1977; R.C.M. 1947, 32-1123.2(8).

61-1-129. Camper. The term "camper" as used in 61-3-441 and 61-3-442 includes but is not limited to truck camper, chassis-mounted camper, cab over, half cab over, non cab over, telescopic, and telescopic cab over, but does not include a truck canopy cover or topper weighing less than 300 pounds and having no accommodations attached.

History: En. Sec. 1, Ch. 414, L. 1973; amd. Sec. 1, Ch. 112, L. 1977; R.C.M. 1947, 53-644.

Part 2

Roads

61-1-201. Highway. (1) "Highway" means the entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.

(2) "Highway" means the entire width between the boundary lines of every street, highway, and related structure as has been or shall be built and maintained with appropriated funds of the United States and which has been or shall be built and maintained with funds of the state or any political subdivision thereof or which has been or shall be dedicated to public use or has been acquired by eminent domain.

History: (1)En. Sec. 6, Ch. 267, L. 1947; Sec. 31-122, R.C.M. 1947; (2)En. Sec. 14, Ch. 263, L. 1955; amd. Sec. 2, Ch. 247, L. 1959; Sec. 32-2114, R.C.M. 1947; R.C.M. 1947, 31-122(part), 32-2114(part).

61-1-202. Public highways. In 61-12-201 through 61-12-208, the term "public highways" means "highways" as defined in 61-1-201.

History: En. Sec. 7, Ch. 242, L. 1971; Sec. 32-1638, R.C.M. 1947; amd. and redes. 32-1631.1 by Sec. 48, Ch. 316, L. 1974; R.C.M. 1947, 32-1631.1.

61-1-203. Street. (1) "Street" means the entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.

(2) "Street" means the entire width between the boundary lines of every street, highway, and related structure as has been or shall be built and maintained with appropriated funds of the United States and which has been or shall be built and maintained with funds of the state or any political subdivision thereof or which has been or shall be dedicated to public use or has been acquired by eminent domain.

History: (1)En. Sec. 6, Ch. 267, L. 1947; Sec. 31-122, R.C.M. 1947; (2)En. Sec. 14, Ch. 263, L. 1955; amd. Sec. 2, Ch. 247, L. 1959; Sec. 32-2114, R.C.M. 1947; R.C.M. 1947, 31-122(part), 32-2114(part).

61-1-204. Arterial street. "Arterial street" means any U. S. or state numbered route, controlled-access highway, or other major radial or circumferential street or highway designated by local authorities within their respective jurisdictions as part of a major arterial system or highway.

History: En. Sec. 21.2, Ch. 263, L. 1955; R.C.M. 1947, 32-2123(a).

61-1-205. Private road or driveway. "Private road" or "driveway" means every way or place in private ownership and used for vehicular travel by the owner and those having express or implied permission from the owner, but not by other persons.

History: En. Sec. 14, Ch. 263, L. 1955; amd. Sec. 2, Ch. 247, L. 1959; R.C.M. 1947, 32-2114(b).

61-1-206. Roadway. "Roadway" means that portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the berm or shoulder. In the event a highway includes two or more separate roadways the term "roadway" as used herein shall refer to any such roadway separately but not to all such roadways collectively.

History: En. Sec. 14, Ch. 263, L. 1955; amd. Sec. 2, Ch. 247, L. 1959; R.C.M. 1947, 32-2114(c).

61-1-207. Laned roadway. "Laned roadway" means a roadway which is divided into two or more clearly marked lanes for vehicular traffic.

History: En. Sec. 14, Ch. 263, L. 1955; amd. Sec. 2, Ch. 247, L. 1959; R.C.M. 1947, 32-2114(e).

61-1-208. Sidewalk. "Sidewalk" means that portion of a street between the curb lines or the lateral lines of a roadway, and the adjacent property lines, intended for use of pedestrians.

History: En. Sec. 14, Ch. 263, L. 1955; amd. Sec. 2, Ch. 247, L. 1959; R.C.M. 1947, 32-2114(d).

61-1-209. Crosswalk. "Crosswalk" means:

(1) that part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway;

(2) any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrians crossing by lines or other markings on the surface.

History: En. Sec. 16, Ch. 263, L. 1955; R.C.M. 1947, 32-2116.

61-1-210. Through highway. "Through highway" means every highway or portion thereof at the entrances to which vehicular traffic from intersecting highways is required by law to stop before entering or crossing the same and when stop signs are erected as provided in chapter 8 of this title.

History: En. Sec. 14, Ch. 263, L. 1955; amd. Sec. 2, Ch. 247, L. 1959; R.C.M. 1947, 32-2114(f).

61-1-211. Controlled-access highway. "Controlled-access highway" means every highway, street, or roadway in respect to which owners or occupants of abutting lands and other persons have no legal right of access to or from the same except at such points only and in such manner as may be determined by the public authority having jurisdiction over such highway, street, or roadway.

History: En. Sec. 14, Ch. 263, L. 1955; amd. Sec. 2, Ch. 247, L. 1959; R.C.M. 1947, 32-2114(g).

61-1-212. Intersection. (1) "Intersection" means the area embraced within the prolongation or connection of the lateral curb lines or if none then the lateral boundary lines of the roadways of two highways which join one another at or approximately at right angles or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict.

(2) Where a highway includes two roadways 30 feet or more apart, then every crossing of each roadway of such divided highway by an intersecting highway shall be regarded as a separate intersection. In the event such intersecting highway also includes two roadways 30 feet or more apart, then every crossing of two roadways of such highways shall be regarded as a separate intersection.

History: En. Sec. 15, Ch. 263, L. 1955; R.C.M. 1947, 32-2115.

Part 3

Persons — Agencies

61-1-301. Division. "Division" means the division of motor vehicles acting directly or through its duly authorized officers or agents.

History: En. Sec. 7, Ch. 267, L. 1947; amd. Sec. 1, Ch. 155, L. 1969; R.C.M. 1947, 31-123(b).

61-1-302. Chief. "Chief" means the chief of the Montana highway patrol.

History: En. Sec. 7, Ch. 267, L. 1947; amd. Sec. 1, Ch. 155, L. 1969; R.C.M. 1947, 31-123(a).

61-1-303. Commission. "Commission" means the state highway commission.

History: En. Sec. 10, Ch. 263, L. 1955; R.C.M. 1947, 32-2110(c).

61-1-304. Police officer. "Police officer" means every officer authorized to direct or regulate traffic or to make arrests for violations of traffic regulations.

History: En. Sec. 12, Ch. 263, L. 1955; R.C.M. 1947, 32-2112(part).

61-1-305. Highway patrolman. "Highway patrolman" means every officer authorized to direct or regulate traffic or to make arrests for violations of traffic regulations.

History: En. Sec. 12, Ch. 263, L. 1955; R.C.M. 1947, 32-2112(part).

61-1-306. Local authorities. "Local authorities" means every county, municipal, and other local board or body having authority to enact laws relating to traffic under the constitution and laws of this state.

History: En. Sec. 13, Ch. 263, L. 1955; R.C.M. 1947, 32-2113.

61-1-307. Person. (1) "Person" means every natural person, firm, partnership, association, or corporation.

(2) The term "person" as used in part 4 of chapter 4 means any individual, firm, corporation, partnership, association, trustee, receiver, or assignee for the benefit of creditors.

(3) "Person", as used in 61-4-131 through 61-4-137, means an individual, corporation, partnership, association, firm, or other legal entity.

(4) "Person" as used in part 1, chapter 6, means every natural person, firm, partnership, association, or corporation.

(5) "Person", for purposes of 61-3-711 through 61-3-733, means every natural person, firm, partnership, association, or corporation.

History: (1)En. Sec. 4, Ch. 267, L. 1947; Sec. 31-120, R.C.M. 1947; (2)En. Sec. 2, Ch. 144, L. 1937; Sec. 51-202, R.C.M. 1947; (3)En. 51-609 by Sec. 1, Ch. 381, L. 1977; Sec. 51-609, R.C.M. 1947; (4)En. Sec. 1, Ch. 204, L. 1951; amd. Sec. 1, Ch. 30, L. 1967; Sec. 53-418, R.C.M. 1947; (5)En. Sec. 2, Ch. 206, L. 1963; amd. Sec. 190, Ch. 316, L. 1974; Sec. 53-702, R.C.M. 1947; R.C.M. 1947, 31-120(a), 51-202(a), 51-609(4), 53-418(11), 53-702(7).

61-1-308. Pedestrian. "Pedestrian" means any person afoot.

History: En. Sec. 11, Ch. 263, L. 1955; R.C.M. 1947, 32-2111(b).

61-1-309. Driver. "Driver" means every person who drives or is in actual physical control of a vehicle.

History: En. Sec. 11, Ch. 263, L. 1955; R.C.M. 1947, 32-2111(c).

61-1-310. Owner. (1) A person who holds the legal title of a vehicle or in the event a vehicle is the subject of an agreement for the conditional sale or lease thereof with the right of purchase upon performance of the conditions stated in the agreement and with the immediate right of possession vested in the conditional vendee or lessee, or in the event a mortgagor of a vehicle is entitled to possession, then such conditional vendee or lessee or mortgagor shall be deemed the owner for the purpose of this [act].

(2) The term "owner" as used in chapters 3 and 4 shall include any person, firm, association, or corporation owning or renting a motor vehicle or having the exclusive use thereof, under lease or otherwise, and shall also include a contract vendee.

(3) "Owner" as used in 61-3-711 through 61-3-733 means a person who holds the legal title to a vehicle or, in the event a vehicle is the subject of an agreement for the conditional sale thereof with the right of purchase upon performance of the conditions stated in the agreement and with an immediate right of possession vested in the conditional vendee, or in the event a vehicle is subject to a lease, contract, or other legal arrangement vesting right of possession or control, for security or otherwise, or in the event a mortgagor of a vehicle is entitled to possession, then the owner shall be deemed to be such person in whom is vested right of possession or control.

(4) "Owner", as used in part 1, chapter 6, means a person who holds the legal title of a motor vehicle, or in the event a motor vehicle is the subject of an agreement for the conditional sale or lease thereof, with the right of purchase upon performance of the conditions stated in the agreement, and with an immediate right of possession vested in the conditional vendee or lessee, or in the event a mortgagor of a vehicle is entitled to possession, then such conditional vendee or lessee or mortgagor shall be deemed the owner for the purposes of part 1, chapter 6.

History: (1)En. Sec. 4, Ch. 267, L. 1947; Sec. 31-120, R.C.M. 1947; (2)En. Sec. 12, Ch. 75, L. 1917; amd. Sec. 3, Ch. 207, L. 1919; re-en. Sec. 1763, R.C.M. 1921; re-en. Sec. 1763, R.C.M. 1935; amd. Sec. 4, Ch. 88, L. 1943; amd. Sec. 1, Ch. 139, L. 1945; amd. Sec. 1, Ch. 199, L. 1947; amd. Sec. 4, Ch. 256, L. 1965; Sec. 53-133, R.C.M. 1947; (3)En. Sec. 2, Ch. 206, L. 1963; amd. Sec. 190, Ch. 316, L. 1974; Sec. 53-702, R.C.M. 1947; (4)En. Sec. 1, Ch. 204, L. 1951; amd. Sec. 1, Ch. 30, L. 1967; Sec. 53-418, R.C.M. 1947, 53-418; R.C.M. 1947, 31-120(d), 53-133(f), 53-418(10), 53-702(3).

61-1-311. Operator. (1) "Operator" means every person, other than a chauffeur, who drives or is in actual physical control of a motor vehicle upon a highway or who is exercising control over or steering a vehicle being towed by a motor vehicle.

(2) "Operator", as used in part 1, chapter 6, means every person who is in actual physical control of a motor vehicle.

History: (1)En. Sec. 4, Ch. 267, L. 1947; Sec. 31-120, R.C.M. 1947; (2)En. Sec. 1, Ch. 204, L. 1951; amd. Sec. 1, Ch. 30, L. 1967; Sec. 53-418, R.C.M. 1947; R.C.M. 1947, 31-120(b), 53-418(9).

61-1-312. Chauffeur. "Chauffeur" means every person who is employed by another for the principal purpose of driving a motor vehicle and every person who drives a school bus transporting school children or any motor vehicle when in use for the transportation of persons or property for compensation but shall not include persons driving farm trucks or hauling farm products for producers of said farm products.

History: En. Sec. 4, Ch. 267, L. 1947; Sec. 31-120, R.C.M. 1947; R.C.M. 1947, 31-120(c).

61-1-313. Nonresident. "Nonresident" means every person who is not a resident of this state.

History: En. Sec. 5, Ch. 267, L. 1947; R.C.M. 1947, 31-121.

61-1-314. Dealer. (1) The term "dealer" as used in part 4 of chapter 4 shall mean any person, firm, association, or corporation or other organization of any kind, character, or nature regularly engaged or intending to engage in the business of selling motor vehicles at retail within this state.

(2) "Dealer", as used in 61-4-131 through 61-4-137, means a person who, for commission or profit, engages in the business of buying, selling, exchanging, or acting as a broker of motor vehicles under a franchise or distribution agreement.

(3) (a) The term "dealer" as used in chapter 3 and part 1 of chapter 4 shall mean and include any person, firm, association, or corporation engaged in whole or in part in the business of buying, selling, exchanging, or acting as a broker of either new or used motor vehicles, or both, and who is qualified for issuance of a dealer's license under 61-4-101 through 61-4-105, and no person, firm, association, or corporation shall be issued a dealer's license by the division unless it qualifies as a dealer defined herein.

(b) The term "dealer" does not include the following:

(i) receivers, trustees, administrators, executors, guardians, or other persons appointed by or acting under a judgment or order of any court of competent jurisdiction;

(ii) employees of such persons when engaged in the specific performance of their duties as such employees; or

(iii) public officers while performing or in the operation of their duties.

(c) A dealer dealing in used cars only shall deliver to the buyer on completion of sale a transferable title, and shall purchase a Montana store license. Dealer shall deliver, under oath, a notarized certificate with any used motor vehicle, stating the full name and last known address of the previous owner of said motor vehicle, and state where the motor vehicle was last registered.

History: (1)En. Sec. 2, Ch. 144, L. 1937; Sec. 51-202, R.C.M. 1947; (2)En. 51-609 by Sec. 1, Ch. 381, L. 1977; Sec. 51-609, R.C.M. 1947; (3)En. Sec. 12, Ch. 75, L. 1917; amd. Sec. 3, Ch. 207, L. 1919; re-en. Sec. 1763, R.C.M. 1921; re-en. Sec. 1763, R.C.M. 1935; amd. Sec. 4, Ch. 88, L. 1943; amd. Sec. 1, Ch. 139, L. 1945; amd. Sec. 1, Ch. 199, L. 1947; amd. Sec. 4, Ch. 256, L. 1965; Sec. 53-133, R.C.M. 1947; R.C.M. 1947, 51-202(e), 51-609(2), 53-133(part).

61-1-315. Trailer dealer. "Trailer dealer" as used in chapters 3 and 4 shall mean and include any person, firm, or corporation engaged in whole or in part in the business of buying or selling trailers or semitrailers with facilities for displaying one or more trailers or semitrailers.

History: En. Sec. 12, Ch. 75, L. 1917; amd. Sec. 3, Ch. 207, L. 1919; re-en. Sec. 1763, R.C.M. 1921; re-en. Sec. 1763, R.C.M. 1935; amd. Sec. 4, Ch. 88, L. 1943; amd. Sec. 1, Ch. 139, L. 1945; amd. Sec. 1, Ch. 199, L. 1947; amd. Sec. 4, Ch. 256, L. 1965; R.C.M. 1947, 53-133(h).

61-1-316. Manufacturer. The term "manufacturer" as used in chapter 3 and part 1 of chapter 4 shall include any person, firm, corporation, or association engaged in the manufacture of any motor vehicles, trailers, or semitrailers as a regular business.

History: En. Sec. 12, Ch. 75, L. 1917; amd. Sec. 3, Ch. 207, L. 1919; re-en. Sec. 1763, R.C.M. 1921; re-en. Sec. 1763, R.C.M. 1935; amd. Sec. 4, Ch. 88, L. 1943; amd. Sec. 1, Ch. 139, L. 1945; amd. Sec. 1, Ch. 199, L. 1947; amd. Sec. 4, Ch. 256, L. 1965; R.C.M. 1947, 53-133(part).

61-1-317. Railroad. "Railroad" means a carrier of persons or property upon cars, other than streetcars, operated upon stationary rails.

History: En. Sec. 7, Ch. 263, L. 1955; R.C.M. 1947, 32-2107(a).

Part 4

Traffic Control

61-1-401. Traffic. "Traffic" means pedestrians, ridden or herded animals, vehicles, streetcars, and other conveyances either singly or together while using any highways for purposes of travel.

History: En. Sec. 20, Ch. 263, L. 1955; R.C.M. 1947, 32-2120.

61-1-402. Traffic-control signal. "Traffic-control signal" means any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and to proceed.

History: En. Sec. 19, Ch. 263, L. 1955; amd. Sec. 1, Ch. 148, L. 1975; R.C.M. 1947, 32-2119(b).

61-1-403. Official traffic-control devices. "Official traffic-control devices" means all signs, signals, markings, and devices not inconsistent with this [act] placed or erected by authority of a public body or official having jurisdiction, for the purpose of regulating, warning, or guiding traffic.

History: En. Sec. 19, Ch. 263, L. 1955; amd. Sec. 1, Ch. 148, L. 1975; R.C.M. 1947, 32-2119(a).

61-1-404. Railroad sign or signal. "Railroad sign" or "railroad signal" means any sign, signal, or device erected by authority of a public body or official or by a railroad and intended to give notice of the presence of railroad tracks or the approach of a railroad train.

History: En. Sec. 19, Ch. 263, L. 1955; amd. Sec. 1, Ch. 148, L. 1975; R.C.M. 1947, 32-2119(c).

61-1-405. Safety zone. "Safety zone" means the area or space officially set apart within a roadway for the exclusive use of pedestrians and which is protected or is so marked or indicated by adequate signs as to be plainly visible at all times while set apart as a safety zone.

History: En. Sec. 17, Ch. 263, L. 1955; R.C.M. 1947, 32-2117.

61-1-406. Right-of-way. "Right-of-way" means the privilege of the immediate use of the roadway.

History: En. Sec. 21, Ch. 263, L. 1955; R.C.M. 1947, 32-2121.

61-1-407. Stop, stopping, standing, and parking. (1) "Stop", when required, means complete cessation from movement.

(2) "Stop", "stopping", or "standing", when prohibited, means any stopping or standing of a vehicle, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer, highway patrolman, or traffic-control sign or signal.

(3) "Parking", when prohibited, means the standing of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading.

History: En. Sec. 21.1, Ch. 263, L. 1955; R.C.M. 1947, 32-2122.

61-1-408. Business district. "Business district" means the territory contiguous to and including a highway when within any 600 feet along such highway there are buildings in use for business or industrial purposes, including but not limited to hotels, banks, or office buildings, railroad stations, and public buildings which occupy at least 300 feet of frontage on one side or 300 feet collectively on both sides of the highway.

History: En. Sec. 18, Ch. 263, L. 1955; R.C.M. 1947, 32-2118(a).

61-1-409. Residence district. "Residence district" means the territory contiguous to and including a highway not comprising a business district when the property on such highway for a distance of 300 feet or more is in the main improved with residences or residences and buildings in use for business.

History: En. Sec. 18, Ch. 263, L. 1955; R.C.M. 1947, 32-2118(b).

61-1-410. Urban district. "Urban district" means the territory contiguous to and including any street which is built up with structures devoted to business, industry, or dwelling houses situated at intervals of less than 100 feet for a distance of one-fourth mile or more.

History: En. Sec. 21.2, Ch. 263, L. 1955; R.C.M. 1947, 32-2123(c).

61-1-411. Flag person. "Flag person" means any person who directs, controls, or alters the normal flow of vehicular traffic upon a street or highway as a result of a vehicular traffic hazard then present on that street or highway. This person, except a uniformed traffic enforcement officer exercising his duty as a result of a planned vehicular traffic hazard, shall be equipped as required by the rules of the Montana department of highways.

History: En. Sec. 19, Ch. 263, L. 1955; amd. Sec. 1, Ch. 148, L. 1975; R.C.M. 1947, 32-2119(d).

61-1-412. Flag vehicle. "Flag vehicle" means any vehicle equipped as required by law or Montana department of highways regulations to warn or guide vehicular traffic. When not being operated as a flag vehicle, signs shall be removed.

History: En. Sec. 19, Ch. 263, L. 1955; amd. Sec. 1, Ch. 148, L. 1975; R.C.M. 1947, 32-2119(e).

Part 5

Miscellaneous

61-1-501. Housetrailer. "Housetrailer" means a trailer or a semitrailer which is designed, constructed, and equipped as a dwelling place, living abode, or sleeping place (either permanently or temporarily) and is equipped for use as a conveyance on streets and highways or a trailer or semitrailer whose chassis and exterior shell is designed and constructed for use as a housetrailer, as defined above, but which is used permanently or temporarily for the advertising, sales, display, or promotion of merchandise or services or for any commercial purpose except the transportation of property for hire or the transportation of property for distribution by a private carrier.

History: En. Sec. 5, Ch. 263, L. 1955; amd. Sec. 1, Ch. 204, L. 1957; R.C.M. 1947, 32-2105(d).

61-1-502. Gross weight. "Gross weight" means the weight of a vehicle without load plus the weight of any load thereon.

History: En. Sec. 9, Ch. 263, L. 1955; R.C.M. 1947, 32-2109.

61-1-503. Suspension. "Suspension" means that the driver's license and privilege to drive a motor vehicle on the public highways are temporarily withdrawn, but only during the period of such suspension.

History: En. Sec. 8, Ch. 267, L. 1947; amd. Sec. 1, Ch. 110, L. 1961; R.C.M. 1947, 31-124(a).

61-1-504. Revocation. "Revocation" means that the driver's license and privilege to drive a motor vehicle on the public highways are terminated and shall not be renewed or restored. An application for a new license may be presented and acted upon by the division after the expiration of the period of such revocation or suspension.

History: En. Sec. 8, Ch. 267, L. 1947; amd. Sec. 1, Ch. 110, L. 1961; R.C.M. 1947, 31-124(b).

61-1-505. Cancellation. "Cancellation" means that a driver's license is annulled and terminated because of some error or defect or because the licensee is no longer entitled to such license, but the cancellation of a license is without prejudice and application for a new license may be made at any time after such cancellation.

History: En. Sec. 8, Ch. 267, L. 1947; amd. Sec. 1, Ch. 110, L. 1961; R.C.M. 1947, 31-124(c).

61-1-506. Explosives. "Explosives" means any chemical compound or mechanical mixture that is commonly used or intended for the purpose of producing an explosion and which contains any oxidizing and combustive units or other ingredients in such proportions, quantities, or packing that an ignition by fire, friction, concussion, percussion, or detonator of any part of the compound or mixture may cause such sudden generation of highly heated gases that the resultant gaseous pressures are capable of producing destructive effects on contiguous objects or of destroying life or limb.

History: En. Sec. 8, Ch. 263, L. 1955; R.C.M. 1947, 32-2108(a).

61-1-507. Flammable liquid. "Flammable liquid" means any liquid which has a flash point of 70 degrees F or less as determined by a Tagliabue or equivalent closed cup test device.

History: En. Sec. 8, Ch. 263, L. 1955; R.C.M. 1947, 32-2108(b).

61-1-508. Registration. "Registration" means, as used in part 1, chapter 6, registration certificate or certificates and registration plates issued under the laws of this state pertaining to the registration of motor vehicles.

History: En. Sec. 1, Ch. 204, L. 1951; amd. Sec. 1, Ch. 30, L. 1967; R.C.M. 1947, 53-418(13).

61-1-509 through 61-1-512 reserved.

CHAPTER 2

HIGHWAY SAFETY

Part 1 — Traffic Safety Program

Section
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Part 1

Traffic Safety Program

61-2-101. Purpose. To promote public safety, health, and welfare and to reduce traffic deaths, injuries, and property losses resulting from traffic accidents, it is in the public interest to establish a highway traffic safety program and provide for its administration. It is in the public interest to implement, modernize, and improve the following traffic safety activities: driver performance, including but not limited to driver education, driver testing to determine proficiency to operate motor vehicles; driver examinations, both physical and mental; driver licensing; pedestrian performance; establish an effective accident record system, including traffic accident investigation to determine the probable cause of accidents, injuries, and deaths; improve and establish a system of vehicle registration, vehicle operation, and vehicle inspection; assist in the improving of highway design and maintenance, including lighting, markings, and surface treatment to improve safety; establish an effective traffic control system; promote the adoption of uniform vehicle laws; provide for surveillance of traffic for detection and correction of high or potentially high accident locations; establish emergency services, including but not limited to communications, medical or mechanical assistance, and ambulance service for injured persons; and establish an effective compilation and storage program of reports and records through electronic data processing.

History: En. Sec. 1, Ch. 177, L. 1967; amd. Sec. 74, Ch. 348, L. 1974; R.C.M. 1947, 32-4601.

61-2-102. Definitions. Unless the context requires otherwise, in this part the following definitions apply:

(1) "Highway traffic safety program" means a program designed to reduce traffic accidents, deaths, injuries to persons, and damage to property. The program shall be in accordance with uniform standards established by the secretary of commerce of the United States under Title 23, U.S.C., as amended. Nothing in this part restricts or prohibits the establishment of standards which enlarge or implement the federal standards.

(2) "Political subdivisions" means every county, incorporated city or town, and school district within the boundaries of the state.

(3) "Department" means the department of community affairs provided for in part 11, chapter 15, Title 2.

History: En. Sec. 2, Ch. 177, L. 1967; amd. Sec. 75, Ch. 348, L. 1974; amd. Sec. 34, Ch. 213, L. 1975; R.C.M. 1947, 32-4602.

61-2-103. Duties. (1) The governor is responsible for the administration of the highway traffic safety program. The governor may contract and do all other things necessary to secure the full benefits available to this state under the Federal Highway Safety Act of 1966, and, in so doing, may cooperate with federal and state agencies, private and public organizations, and individuals to effectuate the purposes of that enactment and all amendments to it. For purposes of participation in the Federal Highway Safety Act of 1966, the governor shall designate the superintendent of public instruction as the state agency responsible for all aspects of federally assisted driver education and safety programs in the public schools, including the approval of the programs, certification of teachers, and the acceptance, allocation, and expenditure of funds for driver education in accordance with applicable federal laws and regulations. Nothing in this part interferes with the provisions of 20-9-603 or part 5, chapter 7, of Title 20.

(2) The department of community affairs shall:

(a) advise and assist the governor in all matters of highway safety and establish comprehensive training programs, including establishment and regulation of driver training schools and certification of the schools and instructors and establishment of adult training and retraining programs;

(b) develop and procure practice driving facilities, simulators, and other teaching aids for school and driver training use;

(c) establish a continuing and adequate research program designed to determine the causes of accidents and effect a program of prevention;

(d) establish a uniform system of driver licensing, including mental and physical standards; and

(e) prescribe and establish safety regulations for motor vehicles and operators.

History: En. Sec. 5, Ch. 177, L. 1967; amd. Sec. 76, Ch. 348, L. 1974; amd. Sec. 35, Ch. 213, L. 1975; R.C.M. 1947, 32-4605.

61-2-104. Funds. The governor and the department may enter into contracts with the federal government to secure maximum federal appropriation. At least 40% of all federal funds received by the state shall be spent by the political subdivisions of the state in carrying out local approved highway traffic safety programs. Except as provided in this part, the governor may accept all gifts, money, and funds to implement the purposes of this part. The expenditure of funds, exclusive of the federal appropriation, shall be maintained at a level which shall not fall below the average level of the expenditures for the last 2 full fiscal years preceding July 1, 1966, as determined by the expenditures of state and political subdivisions.

History: En. Sec. 6, Ch. 177, L. 1967; amd. Sec. 77, Ch. 348, L. 1974; R.C.M. 1947, 32-4606.

61-2-105. Local programs. Except as provided in this part, all highway traffic safety programs of political subdivisions must be approved by the governor and no funds may be spent unless his approval is obtained. All local and state officials shall cooperate with the governor and department to accomplish the purposes of this part. The governor shall administer the highway traffic safety programs of this state and its political subdivisions in accordance with this part and federal rules.

History: En. Sec. 7, Ch. 177, L. 1967; amd. Sec. 78, Ch. 348, L. 1974; R.C.M. 1947, 32-4607.

Part 2

Vehicle Equipment Safety

61-2-201. Vehicle Equipment Safety Compact. This part shall be known and may be cited as the "Vehicle Equipment Safety Compact".

Article I. Findings and Purposes

(1) The party states find that:

(a) accidents and deaths on their streets and highways present a very serious human and economic problem with a major deleterious effect on the public welfare;

(b) there is a vital need for the development of greater interjurisdictional cooperation to achieve the necessary uniformity in the laws, rules, regulations, and codes relating to vehicle equipment, and to accomplish this by such means as will minimize the time between the development of demonstrably and scientifically sound safety features and their incorporation into vehicles.

(2) The purposes of this compact are to: (a) promote uniformity in regulation of and standards for equipment;

(b) secure uniformity of law and administrative practice in vehicular regulation and related safety standards to permit incorporation of desirable equipment changes in vehicles in the interest of greater traffic safety;

(c) provide means for the encouragement and utilization of research which will facilitate the achievement of the foregoing purposes, with due regard for the findings set forth in subsection (1) of this article.

(3) It is the intent of this compact to emphasize performance requirements and not to determine the specific detail of engineering in the manufacture of vehicles or equipment except to the extent necessary for the meeting of such performance requirements.

Article II. Definitions

As used in this compact:

(1) "Vehicle" means every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, excepting devices moved by human power or used exclusively upon stationary rails or tracks.

(2) "State" means a state, territory, or possession of the United States, the District of Columbia, or the Commonwealth of Puerto Rico.

(3) "Equipment" means any part of a vehicle or any accessory for use thereon which affects the safety of operation of such vehicle or the safety of the occupants.

Article III. The Commission

(1) There is hereby created an agency of the party states to be known as the "Vehicle Equipment Safety Commission", hereinafter called the commission. The commission shall be composed of one commissioner from each party state who shall be appointed, serve, and be subject to removal in accordance with the laws of the state which he represents. If authorized by the laws of his party state, a commissioner may provide for the discharge of his duties and the performance of his functions on the commission, either for the duration of his membership or for any lesser period of time, by an alternate. No such alternate shall be entitled to serve unless notification of his identity and appointment shall have been given to the commission in such form as the commission may require. Each commissioner, and each alternate when serving in the place and stead of a commissioner, shall be entitled to be reimbursed by the commission for expenses actually incurred in attending commission meetings or while engaged in the business of the commission.

(2) The commissioners shall be entitled to one vote each on the commission. No action of the commission shall be binding unless taken at a meeting at which a majority of the total number of votes on the commission are cast in favor thereof. Action of the commission shall be only at a meeting at which a majority of the commissioners, or their alternates, are present.

(3) The commission shall have a seal.

(4) The commission shall elect annually, from among its members, a chairman, a vice-chairman, and a treasurer. The commission may appoint an executive director and fix his duties and compensation. Such executive director shall serve at the pleasure of the commission, and together with the treasurer shall be bonded in such amount as the commission shall determine. The executive director also shall serve as secretary. If there be no executive director, the commission shall elect a secretary in addition to the other officers provided by this subdivision.

(5) Irrespective of the civil service, personnel, or other merit system laws of any of the party states, the executive director with the approval of the commission, or the commission if there be no executive director, shall appoint, remove, or discharge such personnel as may be necessary for the performance of the commission's functions, and shall fix the duties and compensation of such personnel.

(6) The commission may establish and maintain independently or in conjunction with any one or more of the party states a suitable retirement system for its full time employees. Employees of the commission shall be eligible for social security coverage in respect of old age and survivor's insurance provided that the commission takes such steps as may be necessary pursuant to the laws of the United States to participate in such program of insurance as a governmental agency or unit. The commission may establish and maintain or participate in such additional programs of employee benefits as may be appropriate.

(7) The commission may borrow, accept, or contract for the services of personnel from any party state, the United States, or any subdivision or agency of the aforementioned governments, or from any agency of two or more of the party states or their subdivisions.

(8) The commission may accept for any of its purposes and functions under this compact any and all donations and grants of money, equipment, supplies, materials, and services, conditional or otherwise, from any state, the United States, or any other governmental agency and may receive, utilize, and dispose of the same.

(9) The commission may establish and maintain such facilities as may be necessary for the transacting of its business. The commission may acquire, hold, and convey real and personal property and any interest therein.

(10) The commission shall adopt bylaws for the conduct of its business and shall have the power to amend and rescind these bylaws. The commission shall publish

its bylaws in convenient form and shall file a copy thereof and a copy of any amendment thereto with the appropriate agency or officer in each of the party states. The bylaws shall provide for appropriate notice to the commissioners of all commission meetings and hearings and the business to be transacted at such meetings or hearings. Such notice shall also be given to such agencies or officers of each party state as the laws of such party state may provide.

(11) The commission annually shall make to the governor and legislature of each party state a report covering the activities of the commission for the preceding year, and embodying such recommendations as may have been issued by the commission. The commission may make such additional reports as it may deem desirable.

Article IV. Research and Testing

The commission shall have power to:

(1) collect, correlate, analyze, and evaluate information resulting or derivable from research and testing activities in equipment and related fields;

(2) recommend and encourage the undertaking of research and testing in any aspect of equipment or related matters when, in its judgment, appropriate or sufficient research or testing has not been undertaken;

(3) contract for such equipment research and testing as one or more governmental agencies may agree to have contracted for by the commission, provided that such governmental agency or agencies shall make available the funds necessary for such research and testing;

(4) recommend to the party states changes in law or policy with emphasis on uniformity of laws and administrative rules, regulations, or codes which would promote effective governmental action or coordination in the prevention of equipment-related highway accidents or the mitigation of equipment-related highway safety problems.

Article V. Vehicular Equipment

(1) In the interest of vehicular and public safety, the commission may study the need for or desirability of the establishment of or changes in performance requirements or restrictions for any item of equipment. As a result of such study, the commission may publish a report relating to any item or items of equipment, and the issuance of such a report shall be a condition precedent to any proceedings or other action provided or authorized by this article. No less than 60 days after the publication of a report containing the results of such study, the commission upon due notice shall hold a hearing or hearings at such place or places as it may determine.

(2) Following the hearing or hearings provided for in subsection (1) of this article, and with due regard for standards recommended by appropriate professional and technical associations and agencies, the commission may issue rules, regulations, or codes embodying performance requirements or restrictions for any item or items of equipment covered in the report, which in the opinion of the commission will be fair and equitable and effectuate the purposes of this compact.

(3) Each party state obligates itself to give due consideration to any and all rules, regulations, and codes issued by the commission and hereby declares its policy and intent to be the promotion of uniformity in the laws of the several party states relating to equipment.

(4) The commission shall send prompt notice of its action in issuing any rule, regulation, or code pursuant to this article to the appropriate motor vehicle agency of each party state and such notice shall contain the complete text of the rule, regulation, or code.

(5) If the constitution of a party state requires, or if its statutes provide, the approval of the legislature by appropriate resolution or act may be made a condition precedent to the taking effect in such party state of any rule, regulation, or

code. In such event, the commissioner of such party state shall submit any commission rule, regulation, or code to the legislature as promptly as may be in lieu of administrative acceptance or rejection thereof by the party state.

(6) Except as otherwise specifically provided in or pursuant to subsections (5) and (7) of this article, the appropriate motor vehicle agency of a party state shall in accordance with its constitution or procedural laws adopt the rule, regulation, or code within 6 months of the sending of the notice and, upon such adoption, the rule, regulation, or code shall have the force and effect of law therein.

(7) The appropriate motor vehicle agency of a party state may decline to adopt a rule, regulation, or code issued by the commission pursuant to this article if such agency specifically finds, after public hearing on due notice, that a variation from the commission's rule, regulation, or code is necessary to the public safety, and incorporates in such finding the reasons upon which it is based. Any such finding shall be subject to review by such procedure for review of administrative determinations as may be applicable pursuant to the laws of the party state. Upon request, the commission shall be furnished with a copy of the transcript of any hearings held pursuant to this subsection.

Article VI. Finance

(1) The commission shall submit to the executive head or designated officer or officers of each party state a budget of its estimated expenditures for such period as may be required by the laws of that party state for presentation to the legislature thereof.

(2) Each of the commission's budgets of estimated expenditures shall contain specific recommendations of the amount or amounts to be appropriated by each of the party states. The total amount of appropriations under any such budget shall be apportioned among the party states as follows: one-third in equal shares and the remainder in proportion to the number of motor vehicles registered in each party state. In determining the number of such registrations, the commission may employ such source or sources of information as in its judgment present the most equitable and accurate comparisons among the party states. Each of the commission's budgets of estimated expenditures and requests for appropriations shall indicate the source or sources used in obtaining information concerning vehicular registrations.

(3) The commission shall not pledge the credit of any party state. The commission may meet any of its obligations in whole or in part with funds available to it under Article III(8) of this compact, provided that the commission takes specific action setting aside such funds prior to incurring any obligation to be met in whole or in part in such manner. Except where the commission makes use of funds available to it under Article III(8) hereof, the commission shall not incur any obligation prior to the allotment of funds by the party states adequate to meet the same.

(4) The commission shall keep accurate accounts of all receipts and disbursements. The receipts and disbursements of the commission shall be subject to the audit and accounting procedures established under its rules. However, all receipts and disbursements of funds handled by the commission shall be audited yearly by a qualified public accountant and the report of the audit shall be included in and become part of the annual reports of the commission.

(5) The accounts of the commission shall be open at any reasonable time for inspection by duly constituted officers of the party states and by any persons authorized by the commission.

(6) Nothing contained herein shall be construed to prevent commission compliance with laws relating to audit or inspection of accounts by or on behalf of any government contributing to the support of the commission.

Article VII. Conflict of Interest

(1) The commission shall adopt rules and regulations with respect to conflict of interest for the commissioners of the party states, and their alternates, if any, and

for the staff of the commission and contractors with the commission to the end that no member or employee or contractor shall have a pecuniary or other incompatible interest in the manufacture, sale, or distribution of motor vehicles or vehicular equipment or in any facility or enterprise employed by the commission or on its behalf for testing, conduct of investigations, or research. In addition to any penalty for violation of such rules and regulations as may be applicable under the laws of the violator's jurisdiction of residence, employment, or business, any violation of a commission rule or regulation adopted pursuant to this article shall require the immediate discharge of any violating employee and the immediate vacating of membership, or relinquishing of status as a member on the commission by any commissioner or alternate. In the case of a contractor, any violation of any such rule or regulation shall make any contract of the violator with the commission subject to cancellation by the commission.

(2) Nothing contained in this article shall be deemed to prevent a contractor for the commission from using any facilities subject to his control in the performance of the contract even though such facilities are not devoted solely to work of or done on behalf of the commission, or to prevent such a contractor from receiving remuneration or profit from the use of such facilities.

Article VIII. Advisory and Technical Committees

The commission may establish such advisory and technical committees as it may deem necessary, membership on which may include private citizens and public officials, and may cooperate with and use the services of any such committees and the organizations which the members represent in furthering any of its activities.

Article IX. Entry Into Force and Withdrawal

(1) This compact shall enter into force when enacted into law by any six or more states. Thereafter, this compact shall become effective as to any other state upon its enactment thereof.

(2) Any party state may withdraw from this compact by enacting a statute repealing the same, but no such withdrawal shall take effect until 1 year after the executive head of the withdrawing state has given notice in writing of the withdrawal to the executive heads of all other party states. No withdrawal shall affect any liability already incurred by or chargeable to a party state prior to the time of such withdrawal.

Article X. Construction and Severability

This compact shall be liberally construed so as to effectuate the purposes thereof. The provisions of this compact shall be severable and if any phrase, clause, sentence, or provision of this compact is declared to be contrary to the constitution of any state or of the United States or the applicability thereof to any government, agency, person, or circumstance is held invalid, the validity of the remainder of this compact and the applicability thereof to any government, agency, person, or circumstance shall not be affected thereby. If this compact shall be held contrary to the constitution of any state participating herein, the compact shall remain in full force and effect as to the remaining party states and in full force and effect as to the state affected as to all severable matters.

History: En. Sec. 1, Ch. 109, L. 1965; R.C.M. 1947, 32-21-166.

61-2-202. Legislative findings on equipment safety. The legislature finds that:

(1) the public safety necessitates the continuous development, modernization, and implementation of standards and requirements of law relating to vehicle equipment, in accordance with expert knowledge and opinion;

(2) the public safety further requires that such standards and requirements be uniform from jurisdiction to jurisdiction, except to the extent that specific and compelling evidence supports variation;

(3) the division of motor vehicles, acting upon recommendations of the vehicle equipment safety commission and pursuant to the Vehicle Equipment Safety Compact, provides a just, equitable, and orderly means of promoting the public safety in the manner and within the scope contemplated by this part.

History: En. Sec. 2, Ch. 109, L. 1965; R.C.M. 1947, 32-21-167.

61-2-203. Equipment requirements continued in force. Provisions of [sections 32-21-114 to 32-21-161, inclusive, R.C.M. 1947,] shall continue to be of force and effect. The approval of the legislature is a condition precedent to the taking effect of any rule, regulation, or code that may be issued or adopted by the commission.

History: En. Sec. 3, Ch. 109, L. 1965; R.C.M. 1947, 32-21-168.

61-2-204. State commissioner on vehicle equipment safety commission. The commissioner of this state on the vehicle equipment safety commission shall be the highway patrol chief who shall serve during his continuance as such officer. The commissioner of this state appointed pursuant to this section may designate an alternate from among the officers and employees of his agency to serve in his place and stead on the vehicle equipment safety commission. Subject to the provisions of the compact and bylaws of the vehicle equipment safety commission, the authority and responsibilities of such alternate shall be as determined by the commissioner designating such alternate.

History: En. Sec. 4, Ch. 109, L. 1965; R.C.M. 1947, 32-21-169.

61-2-205. Retirement of equipment safety commission employees. The public employees retirement board of Montana may make an agreement with the vehicle equipment safety commission for the coverage of said commission's employees pursuant to Article III(6) of the compact. Any such agreement, as nearly as may be, shall provide for arrangements similar to those available to the employees of this state and shall be subject to amendment or termination in accordance with its terms.

History: En. Sec. 5, Ch. 109, L. 1965; R.C.M. 1947, 32-21-170.

61-2-206. Governmental agencies to cooperate with equipment safety commission. Within appropriations available therefor, the departments, agencies, and officers of the government of this state may cooperate with and assist the vehicle equipment safety commission within the scope contemplated by Article III(8) of the compact. The departments, agencies, and officers of the government of this state are authorized generally to cooperate with said commission.

History: En. Sec. 6, Ch. 109, L. 1965; R.C.M. 1947, 32-21-171.

61-2-207. Documents filed and notices given by equipment safety commission. Filing of documents as required by Article III(10) of the compact shall be with the division of motor vehicles. Any and all notices required by commission bylaws to be given pursuant to Article III(10) of the compact shall be given to the commissioner of this state and his alternate.

History: En. Sec. 7, Ch. 109, L. 1965; R.C.M. 1947, 32-21-172.

61-2-208. Equipment safety commission funds. (1) Pursuant to Article VI(1) of the compact, the vehicle equipment safety commission shall submit its budgets to the state budget director.

(2) Pursuant to Article VI(5) of the compact, the department of community affairs is hereby empowered and authorized to inspect the accounts of the vehicle equipment safety commission.

History: En. Secs. 5, 9, Ch. 109, L. 1965; R.C.M. 1947, 32-21-173, 32-21-174.

61-2-209. Governor as executive head for compact purposes. The term "executive head" as used in Article IX(2) of the compact shall, with reference to this state, mean the governor.

History: En. Sec. 11, Ch. 109, L. 1965; R.C.M. 1947, 32-21-175.

Part 3

Driver Improvement Program

61-2-301. Purpose. The toll of accidents, personal injuries, and deaths resulting from the operation of motor vehicles remains a matter of great concern to the legislature. The failure to apply proper driving techniques in the operation of vehicles and improper driving attitudes and habits on the part of operators constitute major factors in a substantial portion of both fatal and nonfatal automobile accidents. Current efforts to improve driver skills, responsibilities, attitudes, and habits have not proved adequate to stem the accident, injury, and death toll. The public interest in the cause of highway safety will be well served by additional methods of driver rehabilitation and improvement and the establishment of programs of rehabilitative instruction, driver improvement, and direction for drivers with poor driving records.

History: En. 31-191 by Sec. 1, Ch. 526, L. 1977; R.C.M. 1947, 31-191.

61-2-302. Establishment of driver improvement program — participation by offending drivers. (1) The department of justice may establish by administrative rules a driver rehabilitation and improvement program or programs which may consist of classroom instruction in rules of the road, driving techniques, defensive driving, driver attitudes and habits, actual on-the-road driver's training, and other such subjects or tasks designed to contribute to proper driving attitudes, habits, and techniques.

(2) Official participation in such driver rehabilitation and improvement program is limited to those persons whose operator's license to operate or privilege of operating a motor vehicle in the state of Montana is subject to suspension or revocation as a result of a violation of the traffic laws of this state.

(3) Notwithstanding any provision of this part inconsistent with any other law of the state of Montana, the enforcement of any suspension or revocation order which constitutes the basis for any person's participation in the driver rehabilitation and improvement program provided for herein may be stayed if that person complies with the requirements established for the driver improvement program.

(4) In the event a person's driver's license has been surrendered prior to his selection for participation in the driver rehabilitation and improvement program, the license may be returned upon receipt of his agreement to participate in the program.

(5) The stay of enforcement of any suspension or revocation order shall be terminated and the order of suspension or revocation enforced if a person declines to participate in the driver rehabilitation and improvement program or fails to meet the attendance or other requirements established for participation in the program.

(6) Nothing in this part creates a right to be included in any program established under this part.

(7) The department of justice may establish a schedule of fees which may be charged those persons participating in the driver improvement and rehabilitation program, which fees shall be used to help defray costs of maintaining the program.

(8) A person may be referred to this program by a driver improvement analyst, city judge, justice of the peace, judge of a district court of the state, or a hearing examiner of the department of justice.

History: En. 31-192 by Sec. 2, Ch. 526, L. 1977; R.C.M. 1947, 31-192.

CHAPTER 3

CERTIFICATES OF OWNERSHIP, REGISTRATION, AND TAXATION OF MOTOR VEHICLES

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Section

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Part 1

General Provisions

61-3-101. Duties of division of motor vehicles — records. (1) The division of motor vehicles shall keep a record as hereinafter specified of all motor vehicles, trailers, and semitrailers of every kind, and certificates of registration and ownership thereof, and of all dealers in motor vehicles.

(2) In the case of motor vehicles, trailers, and semitrailers, the record shall show the following:

(a) name of owner, residence by town and county, and business address;

(b) name and address of conditional sales vendor, mortgagee, or other lienholder and amount due under contract or lien;

(c) manufacturer of car;

(d) manufacturer's designation of style of car or vehicle;

(e) identifying number;

(f) year of manufacture;

(g) character of motive power and shipping weight of car as shown by the manufacturer;

(h) the distinctive license number assigned such car or vehicle;

(i) if a truck or trailer, the number of tons capacity;

(j) such other information as may from time to time be found desirable.

(3) The division shall file applications for registration received by it from the county treasurers of the state and register the vehicles therein described and the owners thereof in suitable books or on index cards, as follows:

(a) under distinctive license number assigned to vehicle by the county treasurers;

(b) alphabetically under name of owners;

(c) numerically under make and identifying number of vehicle;

(d) such other index of registration as the division shall deem expedient.

(4) Vehicle registration records and indexes and driver's license records and indexes may be maintained by electronic recording and storage media.

(5) In the case of dealers the records shall show the information contained in the application for dealer's license as required by 61-4-101 through 61-4-105, as well as the distinctive license number assigned to the dealer.

(6) In order to prevent an accumulation of unneeded records and files the division shall have the authority and it shall be its duty to destroy all records and files which have ceased to be of any value.

(7) The division may establish and maintain a short-wave radio station in order to report motor vehicle registration information to the highway patrol, sheriffs, and to chiefs of police of each incorporated city of the state who are able to communicate with such short-wave radio station.

(8) All such records shall be open to inspection during all reasonable business hours and the division shall furnish any information from said records upon payment by the applicant of the cost of transcribing the information requested.

(9) The division shall appoint such deputies, subordinate officers, clerks, investigators, and other employees as may be necessary to carry out this chapter, providing there be selected as many of the clerical help from the inmates of the state prison as the division determines to be possible. All office equipment, books, files, and records belonging to the [motor department] shall be in the care and general custody and control of the division at Deer Lodge.

History: En. Sec. 1, Ch. 75, L. 1917; re-en. Sec. 1755, R.C.M. 1921; amd. Sec. 1, Ch. 177, L. 1925; amd. Sec. 1, Ch. 129, L. 1927; amd. Sec. 1, Ch. 181, L. 1929; amd. Sec. 1, Ch. 159, L. 1933; re-en. Sec. 1755, R.C.M. 1935; amd. Secs. 1, 2, Ch. 62, L. 1943; amd. Sec. 1, Ch. 208, L. 1957; amd. Sec. 22, Ch. 177, L. 1965; amd. Sec. 1, Ch. 256, L. 1965; amd. Sec. 1, Ch. 74, L. 1967; amd. Sec. 1, Ch. 115, L. 1969; amd. Sec. 1, Ch. 207, L. 1969; amd. Sec. 1, Ch. 214, L. 1971; amd. Sec. 7, Ch. 343, L. 1977; R.C.M. 1947, 53-101.

61-3-102. General fund reimbursement. Any moneys appropriated from the general fund for the operation of the division or for the manufacture of number plates shall be reimbursed to the general fund from the motor vehicle account, earmarked revenue fund, if there are moneys in the account above the amount required for the normal operation of the division.

History: En. 53-122.1 by Sec. 3, Ch. 41, L. 1975; R.C.M. 1947, 53-122.1.

61-3-103. Filing of liens, rights, procedure, fees. (1) No chattel mortgage, conditional sales contract, lease, or other lien on a motor vehicle shall be valid as against creditors, subsequent purchasers or encumbrancers unless and until such mortgage, conditional sales contract, lease, or other lien, or a true copy thereof certified by a notary public has been filed with the division as hereinafter provided. The division shall not file any mortgage, conditional sales contract, lease, or other lien unless such mortgage, conditional sales contract, lease, or other lien is accompanied by the certificate of ownership of such vehicle, except in the sale of a new motor vehicle by a duly licensed dealer, and when such mortgage, conditional sales contract, lease, or other lien or certified copy thereof is so presented for filing the division shall file the same entering upon its records the name and address of the mortgagee, conditional sales vendor, lessor, or other lienor together with the amount of the lien and shall at the same time endorse the same information upon the face of the certificate of ownership, mailing a statement certifying to the filing of such mortgage, conditional sales contract, lease, or other lien to the mortgagee, vendor, or other lienor, and mail the certificate of ownership to the owner at the address given on said certificate, the owner being the person entitled to operate and possess such motor vehicle.

(2) Satisfactions or statements of release filed with the division under this chapter shall be retained by it for a period of 8 years after receipt, after which they

may be destroyed. Chattel mortgages, conditional sales contracts, leases, or other liens filed with the division, and all renewals and assignments thereof, shall be retained by it for a period of 8 years after the maturity date stated in such mortgage, conditional sales contract, lease, or other lien, or renewal, or if no maturity date is therein stated, for a period of 13 years after receipt, after which they may be destroyed.

(3) From and after the filing of any mortgage, conditional sales contract, lease, or other lien, or copy thereof on any motor vehicle, as herein provided, then and in that event such mortgage, conditional sales contract, lease, or other lien shall be constructive notice of the mortgage, conditional sales contract, lease, or other lien and its contents to subsequent purchasers and encumbrancers.

(4) Upon default under a chattel mortgage or conditional sales contract covering a motor vehicle the mortgagee or vendor has the same remedies as in the case of other personal property, except that the remedy of seizure prescribed by 30-9-508 shall be available upon delivery to the sheriff of the original instrument or a copy certified by the division and such undertaking as may be required by the sheriff. In case of attachment of motor vehicles all the provisions of 27-18-413, 27-18-414, and 27-18-804 shall be applicable except that deposits must be made with the division.

(5) In the event any conditional sales vendor or chattel mortgagee or assignee fails to file a satisfaction of a chattel mortgage, assignment, or conditional sales contract within 15 days after receiving final payment on such mortgage, assignment, or conditional sales contract he shall be required to pay the division the sum of $1 for each and every day thereafter that he fails to file such satisfaction.

(6) Upon receipt of any leins, or notice of liens dependent on possession, or attachments, etc., against the record of any motor vehicle registered in this state, the division shall within 24 hours mail to the owner, conditional sale vendor, mortgagees, or assignees of any thereof a notice showing the name and address of the lien claimant, amount of the lien, date of execution of lien, and in the case of attachment the full title of the court and the action and the name of the attorneys for the plaintiff and/or attaching creditor.

(7) It shall not be necessary to refile with the division any instruments on file in the offices of the county clerk and recorders at the time this law takes effect.

(8) A fee of $2 shall be paid to the division upon and for filing any lien or lien instrument against any motor vehicle, and said fee of $2 shall further include and cover the cost of filing a satisfaction or release of the lien or lien instrument and also the cost of endorsing such satisfaction or release on the face of the certificate of ownership or on the records of the division or both. A fee of $2 shall be paid the division for issuing a certified copy of a chattel mortgage, conditional sales contract, or other lien or instrument of encumbrance on file in the office of the division, or for filing any assignment of any instrument on file with the division. All fees provided for in this section shall be deposited by the division in the earmarked revenue fund.

History: En. Subd. 4, Sec. 2, Ch. 159, L. 1933; re-en. Sec. 1758.3, R.C.M. 1935; amd. Sec. 7, Ch. 72, L. 1937; amd. Sec. 3, Ch. 148, L. 1943; amd. Sec. 3, Ch. 63, L. 1945; amd. Sec. 11-143, Ch. 264, L. 1963; amd. Sec. 26, Ch. 121, L. 1965; R.C.M. 1947, 53-110.

61-3-104. Parts of motor vehicle subject to security interest. Tires, casings, and/or tubes mounted on a motor vehicle are an integral and component part of said motor vehicle and any tire, casing, and/or tube placed thereon is subject to any conditional sales contract, mortgage, lease, or other lien on said motor vehicle in the order of filing with the division and endorsement on the certificate of ownership.

History: En. Sec. 4, Ch. 148, L. 1943; R.C.M. 1947, 53-111.

61-3-105. Licensee as prima facie owner of vehicle. Licensee of motor vehicle shall prima facie be deemed owner thereof. For the purpose of this [act] the person appearing on the public records as licensee of any motor vehicle shall prima facie be deemed the owner thereof.

History: En. Sec. 5, Ch. 166, L. 1929; re-en. Sec. 1746.4, R.C.M. 1935; R.C.M. 1947, 32-1110.

61-3-106. Report of stolen and recovered motor vehicles. It shall be the duty of the sheriff of every county of the state and of the chief of police or commissioner of police of every city to make immediate report to the division of all motor vehicles reported to him as stolen or recovered, upon forms provided for by the division. Failure on the part of any officer shall be deemed to be misfeasance in office and shall constitute grounds for removal. Upon receipt of such information, the division shall file the same in an index to be known as the "stolen and recovered motor vehicle index". It shall also be the duty of the division to file reports of stolen and recovered motor vehicles reported to it from other states. The division shall prepare once a month a list of all motor vehicles stolen or recovered during the previous month and forward a copy of the same to every sheriff and all police departments in cities of the first, second, and third class. Such list shall also be forwarded to the secretary of state or other proper official in each state of the United States. Before issuing a certificate of title as heretofore provided, the secretary of state shall check the motor and serial number on the motor vehicle to be registered against the "stolen and recovered vehicle index".

History: En. Sec. 13, Ch. 113, L. 1925; re-en. Sec. 1763.5, R.C.M. 1935; R.C.M. 1947, 53-137.

61-3-107. Identification number for trailers. Any trailer, semitrailer, or housetrailer which does not have a manufacturer's or other identifying number thereon shall be assigned an identification number by the division upon registration of such motor vehicle. The owner or other person lawfully in possession of such motor vehicle shall stamp such number so assigned by the division upon the principal right frame member of said motor vehicle near the front end thereof where it may be clearly and readily seen, and said stamping shall be promptly accomplished after notice of the assigned number by the division. The division may withhold registration until satisfactory proof by affidavit of such stamping is filed with it.

History: En. Sec. 4, Ch. 75, L. 1917; re-en. Sec. 1758, R.C.M. 1921; amd. Sec. 2, Ch. 159, L. 1933; re-en. Sec. 1758, R.C.M. 1935; amd. Sec. 5, Ch. 72, L. 1937; amd. Sec. 1, Ch. 148, L. 1943; amd. Sec. 1, Ch. 63, L. 1945; amd. Sec. 1, Ch. 115, L. 1953; amd. Sec. 1, Ch. 200, L. 1955; amd. Sec. 1, Ch. 139, L. 1961; amd. Sec. 7, Ch. 127, L. 1969; amd. Sec. 1, Ch. 179, L. 1971; amd. Sec. 1, Ch. 104, L. 1975; R.C.M. 1947, 53-107(part).

Part 2

Certificates of Ownership

61-3-201. Transfer of title or interest. (1) Upon a transfer of any title or interest of an owner in or to a motor vehicle registered under the provisions of this chapter as hereinafter required, the person whose title or interest is to be transferred shall write his signature with pen and ink upon the certificate of ownership issued for such vehicle in the appropriate space provided upon the reverse side of such certificate, and such signature shall be acknowledged before a notary public.

(2) Within 20 calendar days thereafter, the transferee shall forward both the certificate of ownership so endorsed and the certificate of registration, together with the information required under 61-3-202, to the county treasurer, who shall forward the same to the division, and no certificate of ownership and certificate of registration may be issued by the division until the outstanding certificates are surrendered to that office or their loss established to its reasonable satisfaction. Failure to make such application within the 20-day grace period subjects the transferee to a penalty of $10. The penalty is to be collected by the county treasurer at the time of registration and is in addition to the fees otherwise provided by law.

(3) In the event of a transfer by operation of law of any title or interest of an owner of the legal title or owner in and to a motor vehicle as upon inheritance, devise, or bequest, order in bankruptcy or insolvency, execution sale, repossession upon default in the performance of the terms of a lease or executory sales contract, or otherwise than by voluntary act of the person whose title or interest is so transferred, the executor, administrator, receiver, trustee, sheriff, or other representative or successor in interest of the person whose title or interest is so transferred shall forward to the division an application for registration in the form required for an original application for registration, together with a verified or certified statement of the transfer of such title or interest. Such statement shall set forth the reason for such involuntary transfer, the title or interest so transferred, the name or names of the person or persons to whom such title or interest is to be transferred, the process of procedure effecting such transfer, and such other information as may be requested by the division. Such evidence and instruments as may otherwise be required by law to effect a transfer of legal or equitable title to or an interest in chattels as may be required in such cases shall be furnished with such statement. In the event the division shall be satisfied that such transfer is regular and that all formalities as required by law have been complied with, it shall cause to be sent to the owner, conditional sales vendors, lessors, mortgagees, and other lienors, as shown by its records, notice of such intended transfer and thereafter, but not less than 5 days thereafter, shall register such motor vehicle and shall issue a new certificate of ownership and certificate of registration to the person or persons entitled thereto. The notice herein required shall be deemed complied with by deposit in the post office in Deer Lodge, Montana, such notice postage prepaid, addressed to such person or persons at the respective addresses shown on its records.

(4) When the vehicle title that is involuntarily transferred is not registered in this state the procedure set forth above must be followed in applying for a new certificate of ownership and certificate of registration, but the division need not send notice of intended transfer and shall issue a new certificate of ownership and a new certificate of registration to the person entitled thereto.

(5) In the event of the death of an owner of one or more motor vehicles and/or trailer and/or semitrailer and/or housetrailer registered hereunder and not exceeding the value of $4,000, without leaving other property necessitating the procuring of letters of administration or letters testamentary, then the surviving husband or wife, or other heir, unless such property is by will otherwise bequeathed, may secure transfer of the certificate of ownership and the certificate of registration of the deceased, in and to such motor vehicle in the name of the surviving husband or wife or other heir, as above mentioned, upon filing with the division an affidavit of such person setting forth the fact of survivorship and the name and address of any other heirs and such other facts as are hereby made necessary to entitle the affiant to a transfer. Thereupon the division is authorized to make such transfer of the certificate of ownership and certificate of registration, subject to all contracts, leases, mortgages, or other liens as shown by his records.

(6) Nothing in subsection (5) shall prevent any conditional sales vendor, mortgagee, or other lienor from assigning his interest or title in or to a motor vehicle registered under the provisions of this chapter to any other person without the consent of and without effecting the interest of the holder of the certificate of owner-

ship and certificate of registration. Upon any conditional sales vendor, mortgagee, or other lienor assigning his interest in any motor vehicle registered under this chapter a copy of such assignment must be filed with the division and record thereof made upon his records.

(7) The certificates of ownership shall remain valid until canceled by the division upon a transfer of any interest shown therein and need not be renewed annually.

(8) Every person who transfers any motor vehicle to a junk dealer for the purpose of scrapping said vehicle shall so notify the division and deliver the certificate of ownership and certificate of registration to the division for cancellation.

History: (1) thru (6), (8)En. Subd. 3, Sec. 2, Ch. 159, L. 1933; re-en. Sec. 1758.2, R.C.M. 1935; amd. Sec. 6, Ch. 72, L. 1937; amd. Sec. 2, Ch. 148, L. 1943; amd. Sec. 2, Ch. 63, L. 1945; amd. Sec. 1, Ch. 191, L. 1967; amd. Sec. 1, Ch. 213, L. 1969; amd. Sec. 2, Ch. 138, L. 1971; amd. Sec. 1, Ch. 399, L. 1977; Sec. 53-109, R.C.M. 1947; (7)En. Subd. 2, Sec. 2, Ch. 159, L. 1933; re-en. Sec. 1758.1, R.C.M. 1935; amd. Sec. 1, Ch. 244, L. 1955; amd. Sec. 1, Ch. 146, L. 1957; amd. Sec. 1, Ch. 100, L. 1959; amd. Sec. 25, Ch. 121, L. 1965; amd. Sec. 1, Ch. 116, L. 1969; amd. Sec. 8, Ch. 127, L. 1969; amd. Sec. 1, Ch. 138, L. 1971; amd. Sec. 2, Ch. 214, L. 1971; amd. Sec. 11, Ch. 74, L. 1975; Sec. 53-108, R.C.M. 1947; R.C.M. 1947, 53-108(part), 53-109.

61-3-202. Certificate of ownership — contents — issuance. (1) Upon completion of the application for registration, on forms furnished by the division, the county treasurer shall forward one copy of the application to the division which shall cause to be entered the information contained in said application upon the corresponding records of its office and shall furnish the applicant a certificate of ownership subject to the provisions of 61-3-103.

(2) The certificate of ownership shall contain upon the face thereof:

(a) the date issued;

(b) the registration number assigned to the owner and the vehicle;

(c) the name and complete address of the owner, or the names and addresses of joint owners;

(d) the name and complete address of any conditional sales vendor, and also the name and address of any other lienor as shown by said application;

(e) a description of the registered vehicle including the year built and serial number, if any;

(f) any lien against such motor vehicle and the amount due at the date of registration; and

(g) such other statement of facts as may be determined by the division.

(3) When the names and addresses of more than one owner who are members of the same immediate family are listed on the certificate of ownership, joint ownership with right of survivorship, and not as tenants in common, is presumed.

(4) Upon receipt of the application the division shall make a recheck of the application and in the event that there is any error in the application it may be returned to the county treasurer to effectively secure the correction of such error, who shall return the same to the division.

(5) The certificate of ownership shall contain a form of notice to the division of a transfer of title or interest of the owner and such other statement on forms as may be determined by the division.

History: En. Sec. 4, Ch. 75, L. 1917; re-en. Sec. 1758, R.C.M. 1921; amd. Sec. 2, Ch. 159, L. 1933; re-en. Sec. 1758, R.C.M. 1935; amd. Sec. 5, Ch. 72, L. 1937; amd. Sec. 1, Ch. 148, L. 1943; amd. Sec. 1, Ch. 63, L. 1945; amd. Sec. 1, Ch. 115, L. 1953; amd. Sec. 1, Ch. 200, L. 1955; amd. Sec. 1, Ch. 139, L. 1961; amd. Sec. 7, Ch. 127, L. 1969; amd. Sec. 1, Ch. 179, L. 1971; amd. Sec. 1, Ch. 104, L. 1975; R.C.M. 1947, 53-107(part).

61-3-203. Fee for original certificate of ownership and transfer of title — disposition. A charge of $3 shall be made for issuance of an original certificate of ownership of title and for a transfer of registration which shall be collected by the county treasurer. The fees shall be distributed as follows:

(1) Two dollars of each fee shall be remitted to the division by the county treasurer with each application for original certificate of ownership or transfer of registration.

(2) Prior to March 1, 1966 and each March thereafter, the county commissioners of each county shall divide the fees retained by the county to:

(a) the city road fund of each city and town within the county based on the number of motor vehicles registered inside the corporate limits of each city or town; and

(b) the county road fund based on the number of motor vehicles registered outside the corporate limits of cities and towns.

History: En. Subd. 5, Sec. 2, Ch. 159, L. 1933; re-en. Sec. 1758.4, R.C.M. 1935; amd. Sec. 8, Ch. 72, L. 1937; amd. Sec. 27, Ch. 121, L. 1965; amd. Sec. 2, Ch. 41, L. 1975; R.C.M. 1947, 53-112.

61-3-204. Lost certificates. In the event any certificate of ownership shall be lost, mutilated, or become illegible, the person to whom the same shall have been issued shall immediately make application for and may obtain a duplicate thereof, upon furnishing satisfactory information to the division of such facts and upon payment of a fee of $2.

History: En. Subd. 6, Sec. 2, Ch. 159, L. 1933; re-en. Sec. 1758.5, R.C.M. 1935; amd. Sec. 1, Ch. 96, L. 1953; amd. Sec. 28, Ch. 121, L. 1965; R.C.M. 1947, 53-113(part).

Part 3

Registration

61-3-301. Registration — license plate required. (1) Except as otherwise provided herein, no person shall operate a motor vehicle upon the public highways of this state without a license and unless such vehicle shall have been properly registered and shall have the proper number plates conspicuously displayed, one on the front and one on the rear of such vehicle, each securely fastened so as to prevent the same from swinging, and unobstructed from plain view, except that trailers and semitrailers shall have but one number plate conspicuously displayed on the rear. No person shall display on such vehicle at the same time any number assigned to it under any motor vehicle law, except as in this chapter otherwise provided. A junk vehicle, as defined in part 5, chapter 10, Title 75, being driven or towed to an auto wrecking graveyard for disposal is exempt from the provisions of this section.

(2) No person shall purchase or display on such vehicle any license plate bearing the number assigned to any county as provided in 61-3-332, other than the county of his permanent residence at the time of application for registration. Provided, however, that the owner of any motor vehicle requiring a license plate on any motor vehicle used in the public transportation of persons or property may make application therefor in any county through which said motor vehicle passes in its regular scheduled route, and the license plate so issued bearing the number assigned to said county may be displayed on said motor vehicle in any other county of the state.

(3) It shall be unlawful to use license plates issued to one vehicle on any other vehicle, trailers, or semitrailers unless legally transferred as provided by statute, or repainting old license plates to resemble current license plates.

(4) Any person violating these provisions shall be deemed guilty of a misdemeanor and shall be subject to the penalty as set out in 61-3-704.

History: En. Subd. 6, Sec. 1, Ch. 158, L. 1933; re-en. Sec. 1759.5, R.C.M. 1935; amd. Sec. 1, Ch. 154, L. 1937; amd. Sec. 1, Ch. 73, L. 1941; amd. Sec. 10, Ch. 127, L. 1969; amd. Sec. 1, Ch. 18, L. 1974; R.C.M. 1947, 53-119.

61-3-302. Residents operating motor vehicles under licenses issued by any state other than Montana forbidden. It shall especially be provided that a resident of the state of Montana shall not operate a motor vehicle under a license issued by any other state than Montana.

History: En. Subd. 8, Sec. 1, Ch. 158, L. 1933; re-en. Sec. 1759.6, R.C.M. 1935; amd. Sec. 2, Ch. 195, L. 1953; amd. Sec. 1, Ch. 247, L. 1957; R.C.M. 1947, 53-121.

61-3-303. Application for registration. (1) Every owner of a motor vehicle operated or driven upon the public highways of this state shall for each motor vehicle owned, except as herein otherwise expressly provided, file or cause to be filed in the office of the county treasurer where the motor vehicle is owned or taxable an application for registration or reregistration upon a blank form to be prepared and furnished by the division. The application shall contain:

(a) name and address of owner, giving county, school district, and town or city within whose corporate limits the motor vehicle is taxable;

(b) name and address of conditional sales vendor, mortgagee, or holder of other lien against the motor vehicle, with statement of amount owing under such contract or lien;

(c) description of motor vehicle, including make, year model, engine or serial number, manufacturer's model or letter, gross weight, type of body, and if truck, the rated capacity;

(d) in case of reregistration, the license number for the preceding year; and

(e) such other information as the division may require.

(2) A person who files an application for registration or reregistration of a motor vehicle, except of a mobile home as defined in 15-1-101(1), shall upon the filing of the application:

(a) pay to the county treasurer the registration fee, as provided in 61-3-311 and 61-3-321; and

(b) pay the personal property taxes assessed or the new motor vehicle sales tax against the vehicle for the current year of registration, unless the same shall have been theretofore paid for the year, before the application for registration or reregistration may be accepted by the county treasurer.

(3) The county treasurer may make full and complete investigation of the tax status of the vehicle. Any applicant for registration or reregistration must submit proof from the tax records of the proper county at the request of the county treasurer.

History: En. Sec. 5, Ch. 75, L. 1917; amd. Sec. 1, Ch. 207, L. 1919; re-en. Sec. 1759, R.C.M. 1921; amd. Sec. 22, Ch. 113, L. 1925; amd. Sec. 2, Ch. 181, L. 1929; amd. Sec. 1, Ch. 158, L. 1931; amd. Sec. 1, Ch. 158, L. 1933; re-en. Sec. 1759, R.C.M. 1935; amd. Sec. 1, Ch. 72, L. 1937; amd. Sec. 1, Ch. 195, L. 1953; amd. Sec. 1, Ch. 256, L. 1955; amd. Sec. 1, Ch. 223, L. 1957; amd. Sec. 1, Ch. 245, L. 1963; amd. Sec. 1, Ch. 290, L. 1967; amd. Sec. 9, Ch. 296, L. 1967; amd. Sec. 3, Ch. 214, L. 1971; amd. Sec. 12, Ch. 74, L. 1975; amd. Sec. 1, Ch. 55, L. 1977; amd. Sec. 1, Ch. 521, L. 1977; amd. Sec. 43, Ch. 566, L. 1977; R.C.M. 1947, 53-114(1), (3).

61-3-304. Previous registration receipt to accompany application for registration. The treasurer of any county shall not accept any application for registration or reregistration of any motor vehicle unless such application be accompanied by the immediately previous registration receipt issued by the division or an affidavit upon a form prescribed by the division stating under oath that the vehicle had not been operated on the highways of the state during the immediately previous year, except in cases of automobiles not previously licensed in Montana. No application for registration or reregistration of any motor vehicle hereafter need be verified.

History: En. Sec. 4, Ch. 158, L. 1931; amd. Sec. 5, Ch. 158, L. 1933; amd. Sec. 1, Ch. 13, Ex. L. 1933; re-en. Sec. 1755.2, R.C.M. 1935; amd. Sec. 1, Ch. 88, L. 1943; R.C.M. 1947, 53-103.

61-3-305. Blanks to be provided. It shall be the duty of the division to provide blank application forms outlining and providing for the information needed in each class of registration required, and to furnish these upon request to applicant for registration.

History: En. Sec. 2, Ch. 75, L. 1917; re-en. Sec. 1756, R.C.M. 1921; re-en. Sec. 1756, R.C.M. 1935; amd. Sec. 2, Ch. 88, L. 1943; R.C.M. 1947, 53-105.

61-3-306 through 61-3-310 reserved.

61-3-311. Time for making application. Registration must be renewed annually and license fees paid annually. Except as provided in 61-3-313 through 61-3-316, all registrations expire on December 31 of the year in which they are issued and application for registration, or reregistration, must be filed with the county treasurer as aforesaid not later than February 15 of each year; provided, however, that in the event of transfer of a motor vehicle during the registration year, such motor vehicle shall be reregistered and relicensed as provided by statute.

History: En. Subd. 2, Sec. 1, Ch. 158, L. 1933; re-en. Sec. 1759.1, R.C.M. 1935; amd. Sec. 1, Ch. 51, L. 1967; amd. Sec. 9, Ch. 127, L. 1969; amd. Sec. 13, Ch. 74, L. 1975; R.C.M. 1947, 53-115.

61-3-312. Renewal of registration. (1) Except as provided in 61-3-314, every vehicle registration under this chapter shall expire on December 31 of each year and shall be renewed annually upon application and payment of license fees as provided in 61-3-303 and 61-3-321, such renewal to take effect on January 1 of each year. The certificate of registration issued hereunder shall be valid during the registration year only for which issued.

(2) The owner of a vehicle registered under the provisions of this section shall be entitled to operate such vehicle between January 1 and February 15 without displaying the registration certificate of the current year, on condition that such owner shall, during said period, display upon such vehicle the number plates or plate assigned thereto for the previous year.

History: En. Subd. 2, Sec. 2, Ch. 159, L. 1933; re-en. Sec. 1758.1, R.C.M. 1935; amd. Sec. 1, Ch. 244, L. 1955; amd. Sec. 1, Ch. 146, L. 1957; amd. Sec. 1, Ch. 100, L. 1959; amd. Sec. 25, Ch. 121, L. 1965; amd. Sec. 1, Ch. 116, L. 1969; amd. Sec. 8, Ch. 127, L. 1969; amd. Sec. 1, Ch. 138, L. 1971; amd. Sec. 2, Ch. 214, L. 1971; amd. Sec. 11, Ch. 74, L. 1975; R.C.M. 1947, 53-108(part).

61-3-313. Vehicles subject to staggered registration. For purposes of 61-3-313 through 61-3-316 "vehicle" means any motor vehicle as defined in 61-1-102(7) subject to annual registration in this state except:

(1) vehicles owned or leased and operated by the government of the United States, of the state of Montana, or its political subdivisions;

(2) mobile homes and motor homes;

(3) vehicles that are registered in accordance with or subject to 10-2-301, 61-3-402, 61-3-411, or 61-3-421;

(4) trucks exceeding a licensed gross vehicle weight of 10,000 pounds;
(5) trailers, semitrailers, tractors, buses, motorcycles, and cycle motors;
(6) special mobile equipment as defined in 61-1-104(2).

History: En. 53-154 by Sec. 1, Ch. 74, L. 1975; R.C.M. 1947, 53-154.

61-3-314. Registration period. (1) Notwithstanding any other provisions of this title regarding the registration of motor vehicles, commencing January 1, 1976, all vehicles subject to the provisions of 61-3-313 through 61-3-316 shall be registered for 12-month periods based upon the time they are first registered in this state pursuant to 61-3-313 through 61-3-316.

(2) There shall be ten registration periods, each of which shall commence on the first day of a calendar month. The periods are designated as follows:

(a) January 1 through January 31	1st period
(b) February 1 through February 28/29	2nd period
(c) March 1 through March 31	3rd period
(d) April 1 through April 30	4th period
(e) May 1 through May 31	5th period
(f) June 1 through June 30	6th period
(g) July 1 through July 31	7th period
(h) August 1 through August 31	8th period
(i) September 1 through September 30	9th period
(j) October 1 through October 31	10th period

(3) For purposes of 61-3-313 through 61-3-316, the period November 1 through November 30 shall be considered the 10th period preceding and the period December 1 through December 31 shall be considered the first period of the year following.

History: En. 53-155, 53-156 by Secs. 2, 3, Ch. 74, L. 1975; R.C.M. 1947; R.C.M. 1947, 53-155, 53-156.

61-3-315. Reregistration on anniversary date — division to make rules. A vehicle that has once been registered for any of the above-designated periods shall thereafter be reregistered for a like period on or before the anniversary date of the initial registration unless that period be changed as provided in this section. The anniversary date for reregistration shall be the 25th day of the month for the designated registration period. The division shall adopt rules for the implementation and administration of 61-3-313 through 61-3-316 and for the identification of the registration on the vehicles. The division shall provide for simultaneous registration of multiple vehicles which have common ownership. The rules shall provide for a change of the registration period to coincide with the date an owner desires to register his vehicles.

History: En. 53-157 by Sec. 4, Ch. 74, L. 1975; amd. Sec. 1, Ch. 183, L. 1977; R.C.M. 1947, 53-157.

61-3-316. New registrations under staggered registration. Vehicles which are registered for the first time in this state shall be assigned a registration period corresponding to when they are first registered in this state. The registration period for a vehicle shall thereafter remain the same from year to year.

History: En. 53-158 by Sec. 5, Ch. 74, L. 1975; R.C.M. 1947, 53-158(part).

61-3-317. New registration required for transferred vehicle — grace period — penalty — display of proof of purchase. (1) Except as otherwise provided herein, the new owner of the transferred motor vehicle shall have the grace period of 20 calendar days from the date of purchase to make application and pay the taxes as provided by part 5 of this chapter, as if the same was being registered for the first time in that registration year. If the motor vehicle was not purchased from a duly licensed motor vehicle dealer as provided in this chapter, it shall not be a violation of this chapter or any other law for the purchaser to operate the vehicle upon the streets and highways of this state without a certificate of registration during the 20-day period; provided, that at all times during that period a bill of sale or other proof of purchase reciting the date of purchase shall be clearly displayed in the rear window of the motor vehicle. Registration and license fees collected under 61-3-321 are not required to be paid when a license plate is transferred under this section and 61-3-335. Failure to make application within the time provided herein shall subject the purchaser to a penalty of $10. The penalty shall be collected by the county treasurer at the time of registration, and shall be in addition to the fees otherwise provided by law.

(2) Any purchaser of a new or used motor vehicle from a duly licensed motor vehicle dealer shall have the grace period of 20 calendar days from the date of purchase to make application for registration and to obtain registration plates, and it shall not be a violation of this chapter or any other law for such purchaser to operate such vehicle upon the streets and highways of this state without a certificate of registration and registration plates during the 20-day period; provided that at all times during said period the sticker issued by the dealer at the time of purchase shall remain affixed to said vehicle as provided in 61-4-111. Failure to make such application within the time provided herein subjects the purchaser to a penalty of $10. The penalty is to be collected by the county treasurer at the time of registration and is in addition to the fees otherwise provided by law.

History: (1)En. Sec. 3, Ch. 127, L. 1969; amd. Sec. 7, Ch. 138, L. 1971; amd. Sec. 1, Ch. 187, L. 1974; amd. Sec. 4, Ch. 243, L. 1977; amd. Sec. 4, Ch. 399, L. 1977; Sec. 53-147, R.C.M. 1947; (2)En. Sec. 8, Ch. 138, L. 1971; amd. Sec. 3, Ch. 399, L. 1977; Sec. 53-109.4, R.C.M. 1947; R.C.M. 1947, 53-109.4, 53-147.

61-3-318 through 61-3-320 reserved.

61-3-321. Registration fees of vehicles — public owned vehicles exempt from license or registration fees — disposition of fees. (1) Registration or license fees shall be paid upon registration or reregistration of motor vehicles, trailers, housetrailers, and semitrailers in accordance with this chapter, as follows:

(a) motor vehicles weighing 2,850 pounds or under, other than motortrucks, $5;

(b) motor vehicles weighing over 2,850 pounds, other than motortrucks, $10;

(c) electrically driven passenger vehicles, $10;

(d) all motorcycles, $2;

(e) tractors and/or trucks, $10;

(f) buses shall be classed as motortrucks and licensed accordingly;

(g) trailers and semitrailers less than 2,500 pounds maximum gross loaded weight and housetrailers of all weights, $2;

(h) trailers and semitrailers over 2,500 up to 6,000 pounds maximum gross loaded weight, except housetrailers, $5;

(i) trailers and semitrailers over 6,000 pounds maximum gross loaded weight, $10;

(j) trailers used exclusively in the transportation of logs in the forest or in the transportation of oil and gas well machinery, road machinery, and bridge material exclusively, new and secondhand, and trailers used exclusively for the transportation of road machinery and bridge materials, shall pay a fee of $15 annually, regardless of size or capacity;

(k) bicycles with motor attachment, $1.

(2) All rates shall be 25% higher for motor vehicles, trailers, and semitrailers when not equipped with pneumatic tires.

(3) Tractors, as specified in this section, shall mean any motor vehicle except passenger cars used for towing a trailer or semitrailer.

(4) If any motor vehicle, housetrailer, trailer, or semitrailer is originally registered 6 months after the time of registration as set by law, the registration or license fee for the remainder of such year shall be one-half of the regular fee above given.

(5) When a new plate is issued, an additional fee of $1 per year for each registration of a vehicle shall be added to the registration fee. Revenue from this fee shall be forwarded by the respective county treasurers to the state treasurer for deposit in the motor vehicle recording account of the earmarked revenue fund. Disbursements from the motor vehicle recording account shall be made by warrant drawn by the division.

(6) The provisions of this part with respect to the payment of registration fees shall not apply to or be binding upon motor vehicles, trailers or semitrailers, or tractors owned or controlled by the United States of America or any state, county, or city, but in all other respects the provisions of this section shall be applicable to and binding upon motor vehicles, tractors, trailers, and semitrailers.

(7) The provisions of this section relating to the payment of registration fees do not apply when number plates are transferred to a replacement vehicle under 61-3-317(1), 61-3-332(7), and 61-3-335.

(8) All fees, other than license fees, unless otherwise specifically provided, shall hereafter be deposited in, and paid into, the earmarked revenue fund and shall be used to pay all salaries, operating expenses, and all other expenses of the division, including the manufacturer and delivery of license plates. Any reference in this code to the motor vehicle recording fund or the motor vehicle administration fund shall be taken to mean the motor vehicle recording account in the earmarked revenue fund.

History: (1) thru (4), (6) thru (8)En. Sec. 6, Ch. 75, L. 1917; amd. Sec. 2, Ch. 207, L. 1919; amd. Sec. 1, Ch. 199, L. 1921; re-en. Sec. 1760, R.C.M. 1921; amd. Sec. 1, Ch. 107, L. 1923; amd. Sec. 1, Ch. 88, L. 1927; amd. Sec. 1, Ch. 182, L. 1929; amd. Sec. 1, Ch. 103, L. 1933; amd. Sec. 1, Ch. 38, Ex. L. 1933; re-en. Sec. 1760, R.C.M. 1935; amd. Sec. 1, Ch. 138, L. 1937; amd. Sec. 1, Ch. 125, L. 1939; amd. Sec. 2, Ch. 154, L. 1943; amd. Sec. 2, Ch. 200, L. 1945; amd. Sec. 1, Ch. 201, L. 1945; amd. Sec. 1, Ch. 221, L. 1951; amd. Sec. 1, Ch. 215, L. 1953; amd. Sec. 1, Ch. 41, L. 1955; amd. Sec. 228, Ch. 147, L. 1963; amd. Sec. 1, Ch. 178, L. 1963; amd. Sec. 30, Ch. 121, L. 1965; amd. Sec. 12-105, Ch. 197, L. 1965; amd. Sec. 4, Ch. 226, L. 1971; amd. Sec. 2, Ch. 243, L. 1977; Sec. 53-122, R.C.M. 1947; (5)En. Sec. 3, Ch. 75, L. 1917; re-en. Sec. 1757, R.C.M. 1921; amd. Sec. 2, Ch. 158, L. 1933; re-en. Sec. 1757, R.C.M. 1935; amd. Sec. 1, Ch. 6, L. 1941; amd. Sec. 3, Ch. 88, L. 1943; amd. Sec. 1, Ch. 111, L. 1951; amd. Sec. 1, Ch. 29, L. 1953; amd. Sec. 1, Ch. 245, L. 1955; amd. Sec. 1, Ch. 236, L. 1957; amd. Sec. 1, Ch. 245, L. 1959; amd. Sec. 1, Ch. 245, L. 1965; amd. Sec. 1, Ch. 41, L. 1967; amd. Sec. 5, Ch. 127, L. 1969; amd. Sec. 1, Ch. 226, L. 1971; amd. Sec. 1, Ch. 41, L. 1975; amd. Sec. 1, Ch. 390, L. 1975; amd. Sec. 1, Ch. 243, L. 1977; amd. Sec. 3, Ch. 492, L. 1977; Sec. 53-106, R.C.M. 1947; R.C.M. 1947, 53-106(part), 53-122(part).

61-3-322. Certificates of registration — issuance. (1) Upon completion of the application for registration, on forms furnished by the division, the county treasurer shall issue to the applicant two copies of the application marked "Owner's Certificate of Registration and Tax Receipt", one of which shall be marked "file copy".

(2) The certificate of registration shall contain upon the face thereof:

(a) the date issued;

(b) the registration number assigned to the owner and the vehicle;

(c) the name and complete address of the owner, or the names and addresses of joint owners;

(d) the name and complete address of any conditional sales vendor, and also the name and address of any other lienor as shown by said application;

(e) a description of the registered vehicle including the year built and serial number, if any;

(f) any lien against such motor vehicle and the amount due at the date of registration; and

(g) such other statement of facts as may be determined by the division.

(3) Every owner, upon receiving a registration receipt shall write his signature thereon with pen and ink in the space provided. Every such registration receipt or a notarized photostatic copy thereof or a duplicate thereof furnished by the division shall at all times be carried in the vehicle to which it refers or shall be carried by the person driving or in control of such vehicle, who shall display the same upon demand of a police officer or any officer or employee of the division or the highway department.

(4) Upon receipt of application for registration, in quintuplet, and payment of license fees and taxes as herein provided, the county treasurer shall:

(a) file one copy of said application in his office;

(b) issue to the applicant two copies of the application entitled "Owner's Certificate of Registration and Tax Receipt" one of which shall be marked "file copy"; and

(c) forward one copy to the county clerk and recorder.

(5) The county treasurer shall daily forward to the division one copy of the application for registration.

(6) It shall not be necessary for the county treasurer, in said receipt, to segregate the amount of said taxes for state, county, school district, and municipal purposes.

History: (1) thru (3)En. Sec. 4, Ch. 75, L. 1917; re-en. Sec. 1758, R.C.M. 1921; amd. Sec. 2, Ch. 159, L. 1933; re-en. Sec. 1758, R.C.M. 1935; amd. Sec. 5, Ch. 72, L. 1937; amd. Sec. 1, Ch. 148, L. 1943; amd. Sec. 1, Ch. 63, L. 1945; amd. Sec. 1, Ch. 115, L. 1953; amd. Sec. 1, Ch. 200, L. 1955; amd. Sec. 1, Ch. 139, L. 1961; amd. Sec. 7, Ch. 127, L. 1969; amd. Sec. 1, Ch. 179, L. 1971; amd. Sec. 1, Ch. 104, L. 1975; Sec. 53-107, R.C.M. 1947; (4) thru (6)En. Subd. 3, Sec. 1, Ch. 158, L. 1933; re-en. Sec. 1759.2, R.C.M. 1935; amd. Sec. 3, Ch. 72, L. 1937; amd. Sec. 1, Ch. 199, L. 1955; Sec. 53-116, R.C.M. 1947; R.C.M. 1947, 53-107(part), 53-116(part).

61-3-323 through 61-3-330 reserved.

61-3-331. Assignment of number plates. The county treasurer shall, at the time of issuing a registration receipt under 61-3-322, assign such motor vehicle a distinctive number, viz., the license plate number, and deliver to the applicant two license plates, as received from the division, which shall bear such distinctive numbers. The division shall ship said license plates to the various county treasurers by freight, so that they will be received by the county treasurer on or before January 1 of each year.

History: En. Subd. 3, Sec. 1, Ch. 158, L. 1933; re-en. Sec. 1759.2, R.C.M. 1935; amd. Sec. 3, Ch. 72, L. 1937; amd. Sec. 1, Ch. 199, L. 1955; R.C.M. 1947, 53-116(part).

61-3-332. Number plates. (1) Every motor vehicle which shall be driven upon the streets or highways of this state shall display both front and rear a number plate, bearing the distinctive number assigned such vehicle. Such number plate shall be in eight series: one series for owners of motorcars, one for owners of motor vehicles of the motorcycle type, one for trailers, one for trucks, one for dealers in vehicles of the motorcycle type which shall bear the distinctive letters "MCD" or the letters "MC" and the word "DEALER", one for franchised dealers in new motorcars (including trucks and trailers) or new and used motorcars (including trucks and trailers) which shall bear the distinctive letter "D" or the word "DEALER", one for dealers in used motorcars only (including used trucks and trailers) which shall bear the distinctive letters "UD" or the letter "U" and the word "DEALER", and one for dealers in trailers and/or semitrailers (new or used) which shall bear the distinctive letters "DTR" or the letters "TR" and the word "DEALER". All such markings for the aforementioned kinds of dealers' plates shall be placed on the number plates assigned thereto in such position thereon as the division may designate.

(2) All number plates for motor vehicles shall be issued for a minimum period of 4 years, shall bear a distinctive marking, and shall be furnished by the state. In years when number plates are not issued, the division shall provide nonremovable stickers bearing appropriate registration numbers which shall be affixed to the license plates in use.

(3) In the case of motorcars and trucks, number plates shall be of metal 6 inches wide and 12 inches in length. For number plates issued after 1976, the outline of the state of Montana shall be used as a distinctive border on such license plates, and the word "Montana" with the year shall be placed across the bottom of the plate. Such registration plate shall be treated with a reflectorized background material according to specifications prescribed by the division.

(4) The distinctive registration numbers shall begin with a number one or with a letter-number combination such as "A 1" or "AA 1", or any other similar combination of letters and numbers and be numbered consecutively for each series of plates. The distinctive registration number or letter-number combination assigned to the vehicle shall appear on the plate preceded by the number of the county and appearing in horizontal order on the same horizontal baseline, and the county number shall be separated from the distinctive registration number by a separation mark unless a letter-number combination is used. The dimensions of such numerals and letters shall be determined by the division, provided that all county and registration numbers shall be of equal height.

(5) For the use of tax-exempt motor vehicles, in addition to the markings herein provided, number plates shall have thereon the following distinctive markings:

(a) For vehicles owned by the state the division may designate the prefix number for the various state departments, and all numbered plates issued to state departments shall bear the words "State Owned" and no year number will be indicated thereon as these numbered plates will be of a permanent nature, and will be replaced by the division at such time when the physical condition of numbered plates requires same.

(b) For vehicles owned by the counties, municipalities, irrigation districts organized under the laws of Montana and not operating for profit, and school districts and used and operated by officials and employees thereof in line of duty as such, and for vehicles on loan from the United States government or the state of Montana, to, or owned by, the civil air patrol and used and operated by officials and employees thereof in the line of duty as such, there shall be placed on the number plates assigned thereto, in such position thereon as the division may designate, the letter "X" or the word "EXEMPT". Distinctive registration numbers for plates assigned to motor vehicles of each of the counties in the state and those of the municipalities and school districts situated within each of said counties and those of the irrigation districts which obtain plates within each county shall begin with number one and be numbered consecutively.

(6) On all number plates assigned to motor vehicles of the truck and trailer type, other than tax-exempt trucks and trailers, there shall appear the letter "T" or the word "TRUCK" for plates assigned to trucks and the letters "TR" or the word "TRAILER" for plates assigned to trailers and housetrailers. The letters

"MC" or the word "CYCLE" shall appear for plates assigned to vehicles of the motorcycle type.

(7) Number plates issued to a passenger car, truck, trailer, or vehicle of the motorcycle type may be transferred only to a replacement passenger car, truck, trailer, or motorcycle type vehicle. No registration or license fee may be assessed upon a transfer of a number plate under 61-3-317 and 61-3-335.

(8) For the purpose of this chapter, the several counties of the state shall be assigned numbers as follows: Silver Bow, 1; Cascade, 2; Yellowstone, 3; Missoula, 4; Lewis and Clark, 5; Gallatin, 6; Flathead, 7; Fergus, 8; Powder River, 9; Carbon, 10; Phillips, 11; Hill, 12; Ravalli, 13; Custer, 14; Lake, 15; Dawson, 16; Roosevelt, 17; Beaverhead, 18; Chouteau, 19; Valley, 20; Toole, 21; Big Horn, 22; Musselshell, 23; Blaine, 24; Madison, 25; Pondera, 26; Richland, 27; Powell, 28; Rosebud, 29; Deer Lodge, 30; Teton, 31; Stillwater, 32; Treasure, 33; Sheridan, 34; Sanders, 35; Judith Basin, 36; Daniels, 37; Glacier, 38; Fallon, 39; Sweet Grass, 40; McCone, 41; Carter, 42; Broadwater, 43; Wheatland, 44; Prairie, 45; Granite, 46; Meagher, 47; Liberty, 48; Park, 49; Garfield, 50; Jefferson, 51; Wibaux, 52; Golden Valley, 53; Mineral, 54; Petroleum, 55; Lincoln, 56. Any new counties shall be assigned numbers by the division as they may be formed, beginning with the number 57.

History: En. Sec. 3, Ch. 75, L. 1917; re-en. Sec. 1757, R.C.M. 1921; amd. Sec. 2, Ch. 158, L. 1933; re-en. Sec. 1757, R.C.M. 1935; amd. Sec. 1, Ch. 6, L. 1941; amd. Sec. 3, Ch. 88, L. 1943; amd. Sec. 1, Ch. 111, L. 1951; amd. Sec. 1, Ch. 29, L. 1953; amd. Sec. 1, Ch. 245, L. 1955; amd. Sec. 1, Ch. 236, L. 1957; amd. Sec. 1, Ch. 245, L. 1959; amd. Sec. 1, Ch. 245, L. 1965; amd. Sec. 1, Ch. 41, L. 1967; amd. Sec. 5, Ch. 127, L. 1969; amd. Sec. 1, Ch. 226, L. 1971; amd. Sec. 1, Ch. 41, L. 1975; amd. Sec. 1, Ch. 390, L. 1975; amd. Sec. 1, Ch. 243, L. 1977; amd. Sec. 3, Ch. 492, L. 1977; R.C.M. 1947, 53-106(part).

61-3-333. Replacing number plates. In the event of loss, mutilation, or destruction of number plates, and/or validation devices, the owner of the registered motor vehicle may obtain from the division duplicates thereof upon filing sworn declaration showing such fact and payment of a fee of $2. In the event of loss, mutilation, or destruction of pioneer plates, duplicates may be obtained in the same manner upon payment of a fee of $5.

History: En. Subd. 7, Sec. 1, Ch. 158, L. 1933; re-en. Sec. 1759.6, R.C.M. 1935; amd. Sec. 1, Ch. 47, L. 1955; amd. Sec. 1, Ch. 86, L. 1969; amd. Sec. 3, Ch. 226, L. 1971; R.C.M. 1947, 53-120.

61-3-334. Expiration of registration on transfer of ownership of vehicle — duty to remove plates. Upon the transfer of ownership of a motor vehicle, the registration of the motor vehicle shall expire and it shall be the duty of the transferor immediately to remove the license plates from the vehicle.

History: En. Sec. 1, Ch. 127, L. 1969; R.C.M. 1947, 53-145.

61-3-335. Transfer of license plates to another motor vehicle. Should the transferor make application for the registration of another motor vehicle at any time during the remainder of the current registration year as shown on the original certificate of registration, he may file an application in the office of the county treasurer where the motor vehicle is taxable, upon a form to be prepared and furnished by the division, accompanied by the original certificate of registration, for the transfer of the license plates. The application for transfer of the license plates from the motor vehicle for which originally issued to a motor vehicle acquired by the same person in whose name the original license plates were issued shall be made within 10 days from date of acquiring the vehicle. The use of the license plates shall not be legalized until proper transfer of license plates has been made.

History: En. Sec. 2, Ch. 127, L. 1969; amd. Sec. 6, Ch. 138, L. 1971; amd. Sec. 3, Ch. 243, L. 1977; R.C.M. 1947, 53-146.

61-3-336 through 61-3-340 reserved.

61-3-341. Lost certificates. In the event any certificate of registration shall be lost, mutilated, or become illegible, the person to whom the same shall have been issued shall immediately make application for and may obtain a duplicate thereof, upon furnishing satisfactory information to the division of such facts and upon payment of a fee of $2.

History: En. Subd. 6, Sec. 2, Ch. 159, L. 1933; re-en. Sec. 1758.5, R.C.M. 1935; amd. Sec. 1, Ch. 96, L. 1953; amd. Sec. 28, Ch. 121, L. 1965; R.C.M. 1947, 53-113(part).

61-3-342. Temporary windshield sticker. Any purchaser of a motor vehicle who is unable to obtain license plates from the county treasurer at the time he makes application for registration or reregistration of said vehicle because the certificate of ownership is lost, in the possession of third parties, or in the process of reissuance in this state or elsewhere may, upon making affidavit to that effect upon a form prescribed by the division and upon the payment of a fee of $2 to be collected by the county treasurer and remitted to the division, obtain from the county treasurer of the county in which said vehicle is subject to tax a temporary windshield sticker of such size, color, and design as the division may prescribe, to be validated by the county treasurer for a period of 60 days from the date of issuance. Such purchaser, upon displaying such sticker on the lower right-hand corner of the windshield of such motor vehicle, shall be entitled to operate such vehicle during the period for which such windshield sticker has been validated without displaying the registration certificate or number plates or plate for the current year. Provided, however, the county treasurer shall not sell, and no person shall purchase, more than one 60-day temporary windshield sticker for any vehicle, the ownership of which has not changed since the issuance of the previous 60-day windshield sticker.

History: En. Sec. 5, Ch. 138, L. 1971; R.C.M. 1947, 53-109.3.

Part 4

Special Registration

61-3-401. Definition of personalized license plates. Personalized license plates, as used in 61-3-401 through 61-3-406, mean license plates that have displayed upon them the registration number assigned to the passenger motor vehicle for which such registration number was issued in a combination of letters or numbers, or both, requested by the owner of the vehicle.

History: En. 53-150 by Sec. 3, Ch. 257, L. 1973; R.C.M. 1947, 53-150.

61-3-402. Personalized license plates authorized. Any person who is the registered owner of a motor vehicle, a truck, motor home, camping trailer, motorcycle, or other vehicle for the owner's personal use registered with the division or who makes application for original registration of a motor vehicle may upon payment of the fee prescribed in 61-3-406 apply to the division for personalized license plates in the manner prescribed in 61-3-405, which plates shall be affixed to the motor vehicle for which registration is sought in lieu of the regular license plates provided for in this chapter.

History: En. 53-148 by Sec. 1, Ch. 257, L. 1973; amd. Sec. 1, Ch. 53, L. 1975; R.C.M. 1947, 53-148.

61-3-403. Color and design of personalized plates. The personalized license plates shall be the same color and design as regular passenger motor vehicle license plates and shall consist of numbers or letters, or any combination thereof not exceeding eight positions and not less than two positions, provided that there are no conflicts with existing passenger, commercial, trailer, motorcycle, or special license plate series under this title.

History: En. 53-149 by Sec. 2, Ch. 257, L. 1973; R.C.M. 1947, 53-149.

61-3-404. Personalized license plates restricted to registered owner. Personalized license plates shall be issued only to the registered owner of the vehicle upon which they are displayed.

History: En. 53-151 by Sec. 4, Ch. 257, L. 1973; R.C.M. 1947, 53-151.

61-3-405. Application for personalized plates — duplication — good taste. An applicant for issuance of personalized license plates or renewal of such plates in subsequent years pursuant to 61-3-401 through 61-3-406 shall file an application therefor in such form and by such date as the department may require, indicating thereon the combination of letters or numbers, or both, requested as a registration number. There shall be no duplication of registration numbers, and the division may refuse to issue any combination of letters or numbers, or both, that may carry connotations offensive to good taste and decency or which would be misleading or a duplication of license plates provided for elsewhere in this title.

History: En. 53-152 by Sec. 5, Ch. 257, L. 1973; R.C.M. 1947, 53-152.

61-3-406. Fees for personalized plates — disposition. In addition to all other fees and taxes imposed by law, the applicant for a personalized license plate shall pay a fee of $20 for the original personalized license plate and a fee of $5 for each transfer or renewal thereof. All revenue derived from the fee as provided herein shall be deposited in the motor vehicle recording account of the earmarked revenue fund.

History: En. 53-153 by Sec. 6, Ch. 257, L. 1973; R.C.M. 1947, 53-153.

61-3-407 through 61-3-410 reserved.

61-3-411. Registration of motor vehicles owned and operated solely as collectors' items. (1) Any owner of a motor vehicle manufactured in 1933 or earlier or manufactured in 1934 or later and more than 30 years old, used solely as a collectors' item and not for general transportation purposes, may file with the division an application for the registration of such motor vehicle stating the name and address of the owner, the name and address of the person from whom purchased, the make of the motor vehicle, the gross weight thereof, the year and number of the model, and the manufacturer's identification number and serial number, and setting forth a specific statement that the vehicle is owned and operated solely as a collectors' item and not for general transportation purposes. Said application shall be sworn to before an officer authorized to administer oaths.

(2) The registration fee for all such motor vehicles weighing 2,850 pounds or less shall be $5, and the registration fee for all such motor vehicles weighing more than 2,850 pounds shall be $10.

(3) Upon receipt of said application for registration and payment of the registration fee above provided for the division shall file said application and register the motor vehicle therein described in the manner specified in 61-3-101, and shall deliver to the applicant:

(a) for motor vehicles manufactured in 1933 or earlier, two license plates bearing the inscription "Pioneer—Montana" and the registration number; or

(b) for motor vehicles manufactured in 1934 or later and more than 30 years old, two license plates bearing the inscription "Vintage—Montana" and the registration number. The year of issuance shall not be shown on the plates.

(4) No annual renewal of the registration of any such motor vehicle shall be required, and the same shall be valid as long as the vehicle is in existence; provided, however, that upon any sale of such motor vehicle, the purchaser shall be required to renew the registration thereof and pay the license fees hereinbefore specified.

History: En. 53-106.1 by Sec. 1, Ch. 123, L. 1955; amd. Sec. 1, Ch. 86, L. 1963; amd. Sec. 1, Ch. 422, L. 1973; R.C.M. 1947, 53-106.1.

61-3-412 through 61-3-420 reserved.

61-3-421. Amateur radio operators — special license plate. Any motor vehicle owner and resident of this state who holds an unrevoked and unexpired official amateur radio station license and operator's license, "conditional" or higher class, issued by the federal communications commission of the United States, shall upon written application on form prescribed by the division, accompanied by proof of ownership of such amateur radio station license and operator's license, be issued lettered license plates in pairs (two identically lettered plates), in addition to the regular license plates prescribed by law. There shall be stamped or impressed upon such special license plates in clear lettering the official amateur radio call letters of such owner as assigned to such owner by said federal communications commission, and said plates so lettered shall be renewed concurrently with, and at the time of, the issuance of the regular motor vehicle license plates.

History: En. Sec. 1, Ch. 2, L. 1957; amd. Sec. 1, Ch. 62, L. 1959; R.C.M. 1947, 53-106.2.

61-3-422. Issuance — application — additional fee. The division shall issue said lettered license plates to amateur radio operators upon application showing:

(1) proof that applicant is the owner and holder of such amateur radio station license and operator's license;

(2) compliance with the state motor vehicle laws relating to registration and licensing of motor vehicles, and upon the payment, or proof of the payment, of the regular license fee for license plates as provided by law; and

(3) payment of a $5 additional fee.

History: En. Sec. 2, Ch. 2, L. 1957; amd. Sec. 2, Ch. 62, L. 1959; R.C.M. 1947, 53-106.3.

61-3-423. Rules — limit of one identical pair of plates for each operator. The division shall make such rules as may be necessary to procure compliance with all the laws of the state regulating the issuance of motor vehicle licenses relating to the use and operation of motor vehicles before issuing the lettered license plates. The division shall not issue more than one identical pair of lettered license plates for any licensed amateur radio station in any one licensing period.

History: En. Sec. 3, Ch. 2, L. 1957; amd. Sec. 3, Ch. 62, L. 1959; R.C.M. 1947, 53-106.4.

61-3-424. List of radio operators' special plates — distribution to public officials. The division shall, on or before July 1 of each year, furnish to the chief of the state highway patrol, to the director of civil defense, to the sheriff of each county in the state, to the chief of police of each incorporated city in the state, and to other public officials as the division shall deem necessary, an alphabetically arranged list of the names, addresses, and license plate numbers and letters of each person to whom a special license plate has been issued, and it shall be the duty of the division, sheriffs, and chiefs of police to maintain and keep current such lists for public information and inquiry, particularly in relation to public emergencies.

History: En. Sec. 4, Ch. 2, L. 1957; R.C.M. 1947, 53-106.5.

61-3-425. Special plates — how affixed to car — sale or transfer of auto — revocation or expiration of radio license. The lettered license plates, as herein provided, are to replace the regular license plates on the motor vehicle owned by said amateur radio licensee for such period of time as the amateur radio license is in force under the federal communications commission and the special license issued hereunder is in force, but no longer. Whenever such official amateur radio license is revoked or expires for whatever reason, such license plate shall be removed immediately by the owner of the motor vehicle and the regular plates again placed or mounted on the motor vehicle as in other cases. When the motor vehicle is sold or otherwise transferred, the owner and holder of valid official amateur radio station and operator's license shall have the right to transfer the lettered plates to another motor vehicle owned by him upon such reasonable conditions as may be prescribed by the division. On the revocation or expiration of the amateur radio station and operator's licenses, the lettered license plates as issued shall be returned and surrendered to the division.

History: En. Sec. 5, Ch. 2, L. 1957; amd. Sec. 4, Ch. 62, L. 1959; amd. Sec. 6, Ch. 127, L. 1969; R.C.M. 1947, 53-106.6.

61-3-426 through 61-3-430 reserved.

61-3-431. Special mobile equipment — exemption from registration and payment of fees and charges — identification plate — publicly owned special mobile equipment. (1) A person, firm, partnership, or corporation who owns, leases, or rents special mobile equipment as defined in 61-1-104(2) and occasionally moves that equipment on, over, or across the highways of the state is not subject to registration of that equipment or required to pay the fees and charges provided for in 61-3-502, 61-4-115, 61-4-301 through 61-4-308, or part 2 of chapter 10. Prior to movement on the highways, however, each piece of equipment shall display an equipment identification plate or a dealers' license plate attached to the equipment.

(2) Annual application for the identification plate shall be made to the county treasurer before any piece of equipment is moved on the highways. Application shall be made on a form furnished by the department of justice, together with the payment of a fee of $5. The equipment for which a special mobile equipment plate is sought is subject to the assessment of personal property taxes on the date application is made for the plate. The personal property taxes assessed against the special mobile equipment must be paid before the issuance of a special mobile equipment plate. The fees collected under this section belong to the county road fund.

(3) The identification plate expires on December 31 of each year.

(4) Publicly owned special mobile equipment, and implements of husbandry used exclusively by an owner in the conduct of his own farming operations, are exempt from this section.

History: En. Sec. 7-207, Ch. 197, L. 1965; amd. Sec. 1, Ch. 232, L. 1967; amd. Sec. 1, Ch. 244, L. 1971; Sec. 32-3707, R.C.M. 1947; amd. and redes. 53-639.1 by Sec. 124, Ch. 316, L. 1974; amd. Sec. 3, Ch. 388, L. 1975; R.C.M. 1947, 53-639.1.

61-3-432. Exemptions of vehicles not capable of operation on highways. Track-type tractors, other track mounted machinery and equipment, road rollers, and other similar equipment and machinery which cannot be self-propelled or towed upon the highways of this state and which must be transported by some type of hauling unit, are not subject to this chapter, 61-4-101 through 61-4-118, chapter 6, part 2 of chapter 10, or part 4 of chapter 12.

History: En. Sec. 3, Ch. 150, L. 1963; Sec. 53-638.1, R.C.M. 1947; amd. and redes. 53-639.2 by Sec. 187, Ch. 316, L. 1974; R.C.M. 1947, 53-639.2.

61-3-433. Issuance of identification plate and receipt — contents. The county treasurer shall issue to an applicant for an equipment identification plate a single metal plate with a distinguishing number and a receipt for the fee collected, which receipt shall contain the name and address of the applicant, the number of the plate issued, the serial number of the equipment, and a brief description of that equipment.

History: En. Sec. 2, Ch. 183, L. 1955; amd. Sec. 188, Ch. 316, L. 1974; R.C.M. 1947, 53-640.

61-3-434. Attaching receipt to equipment — inspection. The receipt shall be carried in a suitable container attached to the equipment or immediately available for inspection of any peace officer or highway patrolman.

History: En. Sec. 3, Ch. 183, L. 1955; R.C.M. 1947, 53-641.

61-3-435 through 61-3-440 reserved.

61-3-441. Tax-paid decal required on camper — application for decal — fee — issuance. (1) No camper, subject to taxation in Montana, shall be operated by any person in the state of Montana on the public highways or streets unless there is displayed in a conspicuous place thereon a decal as visual proof that Montana personal property taxes have been paid thereon for the current year.

(2) Application for the issuance of such tax-paid decal shall be made to the department of revenue or the county treasurer upon forms to be furnished for this purpose, which may be obtained from the department or at the county assessor's office in the county wherein the owner resides, and is to provide for substantially the following information:

(a) name of owner;
(b) address;
(c) name of manufacturer;
(d) model number;
(e) make;
(f) year of manufacture;
(g) statement evidencing assessment and payment of property tax; and
(h) such other information as the department may require.

(3) Said application shall be signed by the county treasurer and transmitted by him to the department accompanied by a fee of $1. Upon receipt of the application in approved form the department or county treasurer shall issue to the applicant a decal in the style and design prescribed by the department and of a different color than the preceding year, numbered numerically.

History: En. Sec. 2, Ch. 414, L. 1973; R.C.M. 1947, 53-645.

61-3-442. Annual application for decals. Application may be made to the department of revenue or county treasurer for the issuance of tax-paid decals annually when the motor vehicle to which the camper is customarily attached is registered.

History: En. Sec. 4, Ch. 414, L. 1973; amd. Sec. 1, Ch. 211, L. 1977; R.C.M. 1947, 53-647.

Part 5

Taxes

61-3-501. When vehicle property tax is due. (1) Property taxes and new car taxes shall be paid on the date of registration or reregistration of the vehicle.

(2) If the anniversary date for reregistration of a vehicle shall pass while the vehicle is owned and held for sale by a licensed new or used car dealer, property taxes shall abate on such vehicle properly reported with the department of revenue until the vehicle is sold and thereafter the purchaser shall pay the pro rata balance of the taxes due and owing on the vehicle.

(3) In the event a vehicle's registration period is changed under 61-3-315, all taxes and other fees due thereon shall be prorated and paid from the last day of the old period until the first day of the new period in which the vehicle shall be registered. Thereafter taxes and other fees must be paid from the first day of the new period for a minimum period of 1 year. When the change is to a later registration period, taxes and fees shall be prorated and paid based on the same tax year as the original registration period. Thereafter, during the appropriate anniversary registration period, each vehicle shall again register or reregister and shall pay all taxes and fees due thereon for a 12-month period.

History: (1), (2)En. 53-159 by Sec. 6, Ch. 74, L. 1975; Sec. 53-159, R.C.M. 1947; (3)En. 53-161 by Sec. 8, Ch. 74, L. 1975; amd. Sec. 2, Ch. 183, L. 1977; Sec. 53-161, R.C.M. 1947; R.C.M. 1947, 53-159, 53-161.

61-3-502. Sales tax on new motor vehicles — exemptions. (1) In consideration of the right to use the highways of the state, there shall be imposed a tax upon all sales of new motor vehicles for which a license is sought and an original application for title is made. The tax shall be paid by the purchaser when he applies for his original Montana license through the county treasurer.

(2) The sales tax shall be:

(a) 1 ½% of the F.O.B. factory list price or F.O.B. port of entry list price, during the first quarter of the year or prorated one-twelfth for each month or part of month for a registration period other than a calendar year or calendar quarter;

(b) 1 ⅛% of the list price during the second quarter of the year;

(c) ¾ of 1% during the third quarter of the year;

(d) ⅜ of 1% during the fourth quarter of the year.

(3) If the manufacturer or importer fails to furnish the F.O.B. factory list price or F.O.B. port of entry list price, the department may use published price lists.

(4) The proceeds from this tax shall be remitted to the state treasurer every 30 days for credit to the state highway account of the earmarked revenue fund.

(5) The new vehicle is not subject to any other assessment or taxation during the calendar year in which the original application for title is made.

(6) (a) The applicant for original registration of any wholly new and unused motor vehicle or new motor vehicle furnished without charge by the dealer to the school district for use as a traffic education motor vehicle by a school district operating a state-approved traffic education program within the state, whether or not previously licensed or titled to the school district, except a mobile home as defined in 15-1-101(1), acquired by original contract after January 1 of any year shall be required, whenever such vehicle has not been otherwise assessed, to pay the motor

vehicle sales tax provided by this section irrespective of whether the vehicle was in the state of Montana on January 1 of the year.

(b) No such motor vehicle may be registered or licensed under the provisions of this subsection unless the application for registration is accompanied by a statement of origin to be furnished by the dealer selling the vehicle, showing that the vehicle has not previously been registered or owned, except as otherwise provided herein, by any person, firm, corporation, or association that is not a new motor vehicle dealer holding a franchise or distribution agreement from a new car manufacturer, distributor, or importer.

(7) Motor vehicles operating exclusively for transportation of persons for hire within the limits of incorporated cities or towns and within 15 miles from such limits are exempt from subsection (1). Motor vehicles brought or driven into Montana by a nonresident migratory bona fide agricultural worker temporarily employed in agricultural work in this state where those motor vehicles are used exclusively for transportation of agricultural workers are also exempt from subsection (1). Vehicles lawfully displaying a licensed dealer's plate as provided in 61-4-102 are exempt from subsection (1) when moving to or from a dealer's place of business when unladen or laden with dealer's property only, and in the case of vehicles having a gross laden weight of less than 24,000 pounds, while in the process of demonstration in the course of the dealer's business.

History: (1) thru (5) Sec. 6-215, Ch. 197, L. 1965; amd. Sec. 5, Ch. 290, L. 1967; amd. Sec. 119, Ch. 316, L. 1974; amd. Sec. 15, Ch. 74, L. 1975; Sec. 32-3315, R.C.M. 1947; (6)En. Sec. 5, Ch. 75, L. 1917; amd. Sec. 1, Ch. 207, L. 1919; re-en. Sec. 1759, R.C.M. 1921; amd. Sec. 22, Ch. 113, L. 1925; amd. Sec. 2, Ch. 181, L. 1929; amd. Sec. 1, Ch. 158, L. 1931; amd. Sec. 1, Ch. 158, L. 1933; amd. Sec. 1, Ch. 72, L. 1937; amd. Sec. 1, Ch. 195, L. 1953; amd. Sec. 1, Ch. 256, L. 1955; amd. Sec. 1, Ch. 223, L. 1957; amd. Sec. 1, Ch. 245, L. 1963; amd. Sec. 1, Ch. 290, L. 1967; amd. Sec. 9, Ch. 296, L. 1967; amd. Sec. 3, Ch. 214, L. 1971; amd. Sec. 12, Ch. 74, L. 1975; amd. Sec. 1, Ch. 55, L. 1977; amd. Sec. 1, Ch. 521, L. 1977; amd. Sec. 43, Ch. 566, L. 1977; Sec. 53-114, R.C.M. 1947; (7)En. Sec. 12, Ch. 219, L. 1951; amd. Sec. 1, Ch. 262, L. 1967; amd. Sec. 1, Ch. 46, L. 1973; Sec. 53-626, R.C.M. 1947; amd. and redes. 32-3319 by Sec. 183, Ch. 316, L. 1974; Sec. 32-3319, R.C.M. 1947; R.C.M. 1947, 32-3315(part), 32-3319(part), 53-114(6).

61-3-503. Assessment. (1) A person who files an application for registration or reregistration of a motor vehicle, except of a mobile home as defined in 15-1-101(1), shall before filing such application with the county treasurer submit the same to the county assessor of the county. The county assessor shall enter on the application in a space to be provided for that purpose the market value and taxable value of the vehicle for the year for which the application for registration is made.

(2) Except as provided in subsection (3) motor vehicles, except mobile homes as defined in 15-1-101(1), are assessed for taxes on January 1 in each year irrespective of the time fixed by law for the assessment of other classes of personal property and irrespective of whether the levy and tax may be a lien upon real property within the state. In no event may any motor vehicle be subject to assessment, levy, and taxation more than once in each year.

(3) Vehicles subject to the provisions of 61-3-313 through 61-3-316 shall be assessed as of the first day of the year in which the registration period occurs and a lien for taxes and fees due thereon shall occur on the anniversary date of the registration and shall continue thereafter until such fees and taxes shall have been paid.

History: (1), (2)En. Sec. 5, Ch. 75, L. 1917; amd. Sec. 1, Ch. 207, L. 1919; re-en. Sec. 1759, R.C.M. 1921; amd. Sec. 22, Ch. 113, L. 1925; amd. Sec. 2, Ch. 181, L. 1929; amd. Sec. 1, Ch. 158, L. 1931; amd. Sec. 1, Ch. 158, L. 1933; re-en. Sec.

1759, R.C.M. 1935; amd. Sec. 1, Ch. 72, L. 1937; amd. Sec. 1, Ch. 195, L. 1953; amd. Sec. 1, Ch. 256, L. 1955; amd. Sec. 1, Ch. 223, L. 1957; amd. Sec. 1, Ch. 245, L. 1963; amd. Sec. 1, Ch. 290, L. 1967; amd. Sec. 9, Ch. 296, L. 1967; amd. Sec. 3, Ch. 214, L. 1971; amd. Sec. 12, Ch. 74, L. 1975; amd. Sec. 1, Ch. 55, L. 1977; amd. Sec. 1, Ch. 521, L. 1977; amd. Sec. 43, Ch. 566, L. 1977; Sec. 53-114, R.C.M. 1947; (3)En. 53-162 by Sec. 9, Ch. 74, L. 1975; Sec. 53-162, R.C.M. 1947; R.C.M. 1947, 53-114(2), (5), 53-162.

61-3-504. Computation of tax. The amount of taxes on the motor vehicle, except a mobile home as defined in 15-1-101(1), is computed and determined by the county treasurer on the basis of the levy of the year preceding the current year of application for registration or reregistration. The determination is entered on the application form in a space provided therefor.

History: En. Sec. 5, Ch. 75, L. 1917; amd. Sec. 1, Ch. 207, L. 1919; re-en. Sec. 1759, R.C.M. 1921; amd. Sec. 22, Ch. 113, L. 1925; amd. Sec. 2, Ch. 181, L. 1929; amd. Sec. 1, Ch. 158, L. 1931; amd. Sec. 1, Ch. 158, L. 1933; re-en. Sec. 1759, R.C.M. 1935; amd. Sec. 1, Ch. 72, L. 1937; amd. Sec. 1, Ch. 195, L. 1953; amd. Sec. 1, Ch. 256, L. 1955; amd. Sec. 1, Ch. 223, L. 1957; amd. Sec. 1, Ch. 245, L. 1963; amd. Sec. 1, Ch. 290, L. 1967; amd. Sec. 9, Ch. 296, L. 1967; amd. Sec. 3, Ch. 214, L. 1971; amd. Sec. 12, Ch. 74, L. 1975; amd. Sec. 1, Ch. 55, L. 1977; amd. Sec. 1, Ch. 521, L. 1977; amd. Sec. 43, Ch. 566, L. 1977; R.C.M. 1947, 53-114(4).

61-3-505. Payment of taxes — record. (1) Upon accepting application for registration or reregistration of any motor vehicle which is subject to taxation in this state on January 1 in any year and upon payment of taxes, the county treasurer shall stamp on the application: "taxes on this vehicle due January 1 of current year paid by applicant, prior applicant, or owner, and this vehicle is eligible for registration". Upon accepting application for registration of any motor vehicle which was not subject to taxation in this state on January 1 in any year, the county treasurer shall indicate the fact by proper entry on the application.

(2) The division may make proper entry of the payment of taxes in accord with the facts on any certificate of title to a motor vehicle.

History: En. Sec. 5, Ch. 75, L. 1917; amd. Sec. 1, Ch. 207, L. 1919; re-en. Sec. 1759, R.C.M. 1921; amd. Sec. 22, Ch. 113, L. 1925; amd. Sec. 2, Ch. 181, L. 1929; amd. Sec. 1, Ch. 158, L. 1931; amd. Sec. 1, Ch. 158, L. 1933; re-en. Sec. 1759, R.C.M. 1935; amd. Sec. 1, Ch. 72, L. 1937; amd. Sec. 1, Ch. 195, L. 1953; amd. Sec. 1, Ch. 256, L. 1955; amd. Sec. 1, Ch. 223, L. 1957; amd. Sec. 1, Ch. 245, L. 1963; amd. Sec. 1, Ch. 290, L. 1967; amd. Sec. 9, Ch. 296, L. 1967; amd. Sec. 3, Ch. 214, L. 1971; amd. Sec. 12, Ch. 74, L. 1975; amd. Sec. 1, Ch. 55, L. 1977; amd. Sec. 1, Ch. 521, L. 1977; amd. Sec. 43, Ch. 566, L. 1977; R.C.M. 1947, 53-114(7), (8).

61-3-506. Rules. The department of revenue shall adopt rules for the payment of property taxes and the department of highways shall adopt rules for the payment of new car taxes under the provisions of 61-3-313 through 61-3-316 and 61-3-501. The department of revenue may adopt regulations for the proration of taxes for the implementation and administration of 61-3-313 through 61-3-316 and 61-3-501, but shall specifically provide that new car taxes shall be for a full registration period of not less than 11 months and not more than 13 months.

History: En. 53-160 by Sec. 7, Ch. 74, L. 1975; R.C.M. 1947, 53-160.

61-3-507. Exemption. Motor vehicles subject to anniversary date registration as provided in 61-3-313 through 61-3-316 are exempt from the provisions of 61-3-503(2) and 61-3-505.

History: En. Sec. 5, Ch. 75, L. 1917; amd. Sec. 1, Ch. 207, L. 1919; re-en. Sec. 1759, R.C.M. 1921; amd. Sec. 22, Ch. 113, L. 1925; amd. Sec. 2, Ch. 181, L. 1929; amd. Sec. 1, Ch. 158, L. 1931; amd. Sec. 1, Ch. 158, L. 1933; re-en. Sec. 1759,

R.C.M. 1935; amd. Sec. 1, Ch. 72, L. 1937; amd. Sec. 1, Ch. 195, L. 1953; amd. Sec. 1, Ch. 256, L. 1955; amd. Sec. 1, Ch. 223, L. 1957; amd. Sec. 1, Ch. 245, L. 1963; amd. Sec. 1, Ch. 290, L. 1967; amd. Sec. 9, Ch. 296, L. 1967; amd. Sec. 3, Ch. 214, L. 1971; amd. Sec. 12, Ch. 74, L. 1975; amd. Sec. 1, Ch. 55, L. 1977; amd. Sec. 1, Ch. 521, L. 1977; amd. Sec. 43, Ch. 566, L. 1977; R.C.M. 1947, 53-114(9).

61-3-508. Junk vehicle disposal fee. A special junk vehicle disposal fee shall be assessed on each new application for a motor vehicle title and on each transfer of a motor vehicle title in the amount of $1.50 on passenger cars and trucks under 8,001 pounds GVW. An additional special junk vehicle disposal fee shall be assessed in the amount of 50 cents on each passenger car and truck under 8,001 pounds GVW registered for licensing. The fees shall be collected by the county treasurer. However, the following are exempt from payment of the fees:

(1) vehicles leased or owned by the state or by a county or municipality;

(2) vehicles used for transportation by nonresident, migratory workers temporarily employed in agricultural work in this state;

(3) vehicles displaying dealers' license plates, as provided in [53-122], while owned by a dealer; and

(4) housetrailers or equipment which are not self-propelled or which require towing upon a highway of this state.

History: En. Sec. 7, Ch. 410, L. 1973; amd. Sec. 1, Ch. 52, L. 1975; amd. Sec. 2, Ch. 520, L. 1975; amd. Sec. 18, Ch. 140, L. 1977; amd. Sec. 5, Ch. 252, L. 1977; R.C.M. 1947, 69-6807(2).

61-3-509. Disposition of taxes. The county treasurer shall credit all taxes on motor vehicles so collected to a motor vehicle suspense fund, and at some time between March 1 and March 10 of each year and every 60 days thereafter, the county treasurer shall distribute the same in relative proportions required by the levies for state, county, school district, and municipal purposes in the same manner as other personal property taxes are distributed.

History: En. Subd. 4, Sec. 1, Ch. 158, L. 1933; re-en. Sec. 1759.3, R.C.M. 1935; amd. Sec. 4, Ch. 72, L. 1937; amd. Sec. 1, Ch. 154, L. 1943; amd. Sec. 1, Ch. 200, L. 1945; amd. Sec. 29, Ch. 121, L. 1965; R.C.M. 1947, 53-117.

Part 6

Penalties — Enforcement

61-3-601. Penalty for violations. The violation of any of the provisions of 61-3-101, 61-3-107, 61-3-201, 61-3-202, 61-3-301, 61-3-302, 61-3-303, 61-3-311, 61-3-312, 61-3-322, 61-3-331, 61-3-332, 61-3-333, 61-3-411, 61-3-421, 61-3-425, 61-3-503, 61-3-504, 61-3-505, or 61-3-509 shall constitute a misdemeanor and shall be punishable by a fine not exceeding $25. Nothing herein contained shall prevent the prosecution of a person for an offense committed under any other law.

History: En. Sec. 2, Ch. 158, L. 1931; re-en. Sec. 1755.1, R.C.M. 1935; amd. Sec. 1, Ch. 122, L. 1961; amd. Sec. 2, Ch. 256, L. 1965; R.C.M. 1947, 53-102(part).

61-3-602. Enforcement. It is hereby made mandatory upon all police and peace officers of the state, of the counties of the state, and of towns, cities, and villages to carry out the provisions of 61-4-101 through 61-4-105 and the sections listed in 61-3-601.

History: En. Sec. 2, Ch. 158, L. 1931; re-en. Sec. 1755.1, R.C.M. 1935; amd. Sec. 1, Ch. 122, L. 1961; amd. Sec. 2, Ch. 256, L. 1965; R.C.M. 1947, 53-102(part).

61-3-603. Penalty for alteration or forgery of certificate of title or assignment thereof. Any person who shall alter or forge or cause to be altered or forged any motor vehicle certificate of title or any assignment thereof or who shall hold or use any such certificate or assignment knowing the same to have been altered or forged shall be deemed guilty of a felony, upon which conviction thereof shall be liable to pay a fine of not more than $5,000 or to imprisonment in any penal institution within the state for a period of not more than 10 years, or both, in the discretion of the court.

History: En. Sec. 12, Ch. 113, L. 1925; re-en. Sec. 1763.4, R.C.M. 1935; amd. Sec. 1, Ch. 334, L. 1969; R.C.M. 1947, 53-136.

61-3-604. Penalty for altering identification number. (1) A person who willfully removes or falsifies an identification number of a motor vehicle or engine for a motor vehicle is guilty of a misdemeanor.

(2) Any person or persons, firm, or corporation which shall sell or offer for sale in this state a vehicle, the original engine number of which has been destroyed, removed, altered, covered, or defaced, with the exception of electrically propelled vehicles, shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished by a fine of not less than $200 or more than $500 and by imprisonment in the county jail for a term of not less than 30 days or more than 180 days and upon a second or subsequent conviction under this subsection, the punishment shall be imprisonment in the state prison for a term of not less than 1 year or more than 5 years.

History: (1)En. Sec. 1, Ch. 256, L. 1969; Sec. 53-139.1, R.C.M. 1947; (2)En. Sec. 15, Ch. 113, L. 1925; re-en. Sec. 1763.7, R.C.M. 1935; amd. Sec. 31, Ch. 121, L. 1965; Sec. 53-139, R.C.M 1947; R.C.M. 1947, 53-139(part), 53-139.1.

61-3-605. Penalty for nonpayment of sales tax. Any owner or operator of a motortruck, truck tractor, trailer, semitrailer, bus, or automobile who violates any provision of 61-3-502 is guilty of a misdemeanor and shall be punished by a fine of not more than $300, or by a sentence of not more than 60 days in the county jail, or both.

History: En. Sec. 6-216, Ch. 197, L. 1965; R.C.M. 1947, 32-3316.

61-3-606. Penalty for violation of camper decal requirement. Operation of a camper in violation of 61-3-441 is a misdemeanor punishable by a fine not to exceed $50.

History: En. Sec. 3, Ch. 414, L. 1973; R.C.M. 1947, 53-646.

Part 7

Registration of Foreign Vehicles

61-3-701. Foreign vehicles used in gainful occupation to be registered — reciprocity. (1) Before any foreign licensed motor vehicle shall be operated on the highways of this state for hire, compensation, or profit, or before the owner and/or user thereof uses the vehicle if such owner and/or user is engaged in gainful occupation or business enterprise, in the state, including highway work, the owner of such vehicle shall make application to a county treasurer for registration, upon an application form furnished by the division. Upon satisfactory evidence of ownership submitted to such county treasurer and the payment of property taxes as is required by 15-8-201 through 15-8-203 or 15-24-301, the treasurer shall accept the application for registration and shall collect the regular license fee required for the vehicle.

(2) The treasurer shall thereupon issue to the applicant a copy of the application entitled "Owner's Certificate of Registration Receipt" and forward a duplicate copy of certificate of registration to the division. The treasurer shall at the same time issue to the applicant the proper license plates or other identification markers, which shall at all times be displayed upon such vehicle when operated or driven upon roads and highways of this state during the period of the life of such license.

(3) The registration receipt shall not constitute evidence of ownership, but shall only be used for registration purposes. No Montana certificate of title shall be issued for this type of registration.

(4) This section shall not be applicable to any vehicle covered by a valid and existing reciprocal agreement or declaration entered into under the provisions of the laws of Montana.

History: En. Sec. 7, Ch. 121, L. 1929; amd. Sec. 7, Ch. 126, L. 1933; re-en. Sec. 1760.7, R.C.M. 1935; amd. Sec. 1, Ch. 93, L. 1939; amd. Sec. 1, Ch. 296, L. 1947; amd. Sec. 3, Ch. 195, L. 1953; amd. Sec. 1, Ch. 143, L. 1955; amd. Sec. 26, Ch. 206, L. 1963; amd. Sec. 2, Ch. 290, L. 1967; R.C.M. 1947, 53-129.

61-3-702. Foreign vehicles to display number plates. All foreign registered and licensed motor vehicles shall also carry in plain sight thereon the license plates or device from such other state or foreign country.

History: En. Sec. 8, Ch. 121, L. 1929; amd. Sec. 8, Ch. 126, L. 1933; re-en. Sec. 1760.8, R.C.M. 1935; R.C.M. 1947, 53-130.

61-3-703. Purpose. Sections 61-3-701 and 61-3-702 shall be solely for the purpose of registration and identification of vehicles operated in this state that have paid a license in another state or foreign country, and otherwise than as herein specifically set forth shall not be construed as a repeal of any laws or parts of laws having to do with the registration or licensing of automobiles within the state.

History: En. Sec. 10, Ch. 121, L. 1929; amd. Sec. 9, Ch. 126, L. 1933; re-en. Sec. 1760.9, R.C.M. 1935; R.C.M. 1947, 53-131.

61-3-704. Penalty. Any person operating a vehicle in violation of the intent and purpose of 61-3-701 or 61-3-702 shall be guilty of a misdemeanor and upon conviction thereof shall be punished by a fine of not less than $10 or more than $50 or confined in the county jail for not more than 30 days or both such fine and imprisonment.

History: En. Sec. 11, Ch. 121, L. 1929; amd. Sec. 10, Ch. 126, L. 1933; re-en. Sec. 1760.10, R.C.M. 1935; R.C.M. 1947, 53-132.

61-3-705 through 61-3-710 reserved.

61-3-711. Declaration of policy. It is the policy of this state to promote and encourage the fullest possible use of its highway system by authorizing the making and execution of motor vehicle reciprocal or proportional registration agreements, arrangements, and declarations with other states, provinces, territories, and countries with respect to vehicles registered in this and such other states, provinces, territories, and countries thus contributing to the economic and social development and growth of this state.

History: En. Sec. 1, Ch. 206, L. 1963; R.C.M. 1947, 53-701.

61-3-712. Definitions. As used in 61-3-711 through 61-3-733 the following definitions apply:

(1) "Commercial vehicle" means a vehicle which is operated in more than one state and used for the transportation of persons for hire, compensation, or profit, or designed or used primarily for the transportation of property.

(2) "Fleet" means two or more commercial vehicles.

(3) "Jurisdiction" means and includes a state, territory, or possession of the United States, the District of Columbia, the Commonwealth of Puerto Rico, a foreign country, and a state or province of a foreign country.

(4) "Legal residence" means a jurisdiction where the person lives or conducts his business. This residence need not be coupled with the intent to live or conduct the business there on a permanent basis. The use of the word "residence" in 61-3-711 through 61-3-733 shall be confined to the definition given, and shall not be confused with the word "domicile". This definition of "residence" further recognizes that a person may have several residences, but only one domicile.

(5) "Preceding year" means a period of 12 consecutive months fixed by the department of highways, which period shall be within 16 months immediately preceding the commencement of the registration or license year for which proportional registration is sought. The department in fixing the period shall make it conform to the terms, conditions, and requirements of any applicable agreement or arrangements for the proportional registration of vehicles.

(6) (a) "Properly registered", as applied to place of registration, means:

(i) the jurisdiction where the person registering the vehicle has his legal residence;

(ii) in the case of a commercial vehicle, the jurisdiction in which it is registered if the commercial enterprise in which the vehicle is used has a place of business therein and if the vehicle is most frequently dispatched, garaged, serviced, maintained, operated, or otherwise controlled in or from the place of business and the vehicle has been assigned to the place of business; or

(iii) in the case of a commercial vehicle, the jurisdiction where because of an agreement or arrangement between two or more jurisdictions or pursuant to a declaration the vehicle has been registered as required by that jurisdiction.

(b) In case of doubt or dispute as to the proper place of registration of a vehicle, the [highway commission] shall make the final determination, but in making the determination, the commission may confer with departments of the other jurisdictions affected.

History: En. Sec. 2, Ch. 206, L. 1963; amd. Sec. 190, Ch. 316, L. 1974; R.C.M. 1947, 53-702(1), (2), (4) thru (6), (10).

61-3-713. Authority of department of highways. The department of highways may execute or make arrangements, agreements, or declarations to carry out 61-3-711 through 61-3-733.

History: En. Sec. 4, Ch. 206, L. 1963; amd. Sec. 191, Ch. 316, L. 1974; R.C.M. 1947, 53-704.

61-3-714. Authority for reciprocity agreements, provisions, reciprocity standards. The department of highways may enter into an agreement or arrangement with the duly authorized representatives of other jurisdictions, granting to vehicles or to owners of vehicles which are properly registered or licensed in those jurisdictions, and for which evidence of compliance is supplied, benefits, privileges, and exemptions from payment, wholly or partially, of any taxes, fees, or other charges imposed upon those vehicles or owners with respect to the operation or ownership of the vehicles under the laws of this state. The agreement or arrangement shall provide that vehicles properly registered or licensed in this state, when operated upon highways of those other jurisdictions, shall receive exemptions, benefits, and privileges of a similar kind or to a similar degree as are extended to vehicles properly registered or licensed in the jurisdiction when operated in this state. The agreement or arrangement shall, in the judgment of the department, be in the best interests and fair and equitable to this state and its citizens determined on the basis and recognition of the benefits which accrue to the economy of this state from the uninterrupted flow of commerce.

History: En. Sec. 5, Ch. 206, L. 1963; amd. Sec. 192, Ch. 316, L. 1974; R.C.M. 1947, 53-705.

61-3-715. Base state registration reciprocity. An agreement or arrangement entered into or a declaration issued under the authority of 61-3-711 through 61-3-733 may contain provisions authorizing the registration or licensing in another jurisdiction of vehicles located in or operated from a base in such other jurisdiction, which vehicles otherwise would be required to be registered or licensed in this state; and in such event the exemptions, benefits, and privileges extended by such agreement, arrangement, or declaration shall apply to such vehicles, when properly licensed or registered in such base jurisdiction.

History: En. Sec. 6, Ch. 206, L. 1963; R.C.M. 1947, 53-706.

61-3-716. Proportional registration of fleet vehicles. If a jurisdiction permits or requires the licensing of fleets of vehicles in interstate or combined interstate and intrastate commerce and payment of registration fees, license fees, taxes, or other fixed fees on those vehicles on an apportionment basis commensurate with and determined by the miles traveled on and the use made of the jurisdiction's highways, as compared with the miles traveled on and the use made of other jurisdiction's highways or any other equitable basis of apportionment, and exempts vehicles registered in any other jurisdiction under this apportionment basis from the requirements of full payment of its own registration, license fees, taxes, or other fixed fees, then the department may, by agreement, adopt such exemption with respect to vehicles of these fleets, whether owned by residents or nonresidents of this state and regardless of where based. An agreement, under the terms, conditions, or restrictions the department considers proper, may provide that owners of vehicles operated in interstate or combined interstate and intrastate commerce in this state be permitted to pay registration, license fees, taxes, or other fixed fees on an apportionment basis, commensurate with and determined by the miles traveled on and the use made of the highways of this state as compared with the use made of the highways of other jurisdictions or any other equitable basis of apportionment. This agreement may not authorize or be construed to authorize a vehicle so registered to be operated in intrastate commerce in this state unless the owner of the vehicle has been granted intrastate authority or rights by the public service commission, if a grant is otherwise required by law. The department of highways may adopt rules it considers necessary to carry out and administer this section, and the registration of fleet vehicles under 61-3-711 through 61-3-733 is subject to the rights, terms, and conditions granted by or contained in any applicable agreement, arrangement, or declaration made by the department.

History: En. Sec. 7, Ch. 206, L. 1963; amd. Sec. 1, Ch. 88, L. 1965; amd. Sec. 193, Ch. 316, L. 1974; R.C.M. 1947, 53-707.

61-3-717. Declarations of extent of reciprocity. In the absence of an agreement or arrangement with another jurisdiction, the department may examine the laws and requirements of the jurisdiction and declare the extent and nature of exemptions, benefits, and privileges to be extended to vehicles properly registered or licensed in the other jurisdiction, or to the owners of the vehicles which are in the judgment of the department in the best interests and fair and equitable to this state and its citizens determined on the basis and recognition of the benefits which accrue to the economy of this state from the uninterrupted flow of commerce.

History: En. Sec. 8, Ch. 206, L. 1963; amd. Sec. 194, Ch. 316, L. 1974; R.C.M. 1947, 53-708.

61-3-718. Extension of reciprocal privileges to lessees authorized. An agreement or arrangement entered into or a declaration issued under the authority of 61-3-711 through 61-3-733 may contain provisions under which a leased vehicle properly registered by the lessor thereof may be entitled, subject to terms and conditions stated therein, to the exemptions, benefits, and privileges extended by such agreement, arrangement, or declaration.

History: En. Sec. 9, Ch. 206, L. 1963; R.C.M. 1947, 53-709.

61-3-719. Automatic reciprocity. On and after March 7, 1963, if no agreement, arrangement, or declaration is in effect with respect to another jurisdiction as authorized by 61-3-711 through 61-3-733, any vehicle properly registered or licensed in such other jurisdiction, and for which evidence of compliance is supplied, shall receive, when operated in this state, the same exemptions, benefits, and privileges granted by such other jurisdictions to vehicles properly registered in this state. Reciprocity extended under this subsection shall apply to commercial vehicles only when engaged exclusively in interstate commerce.

History: En. Sec. 10, Ch. 206, L. 1963; R.C.M. 1947, 53-710.

61-3-720. Proportional registration not exclusive. Nothing contained in 61-3-711 through 61-3-733 relating to proportional registration of fleet vehicles shall be construed as requiring any vehicle to be proportionally registered if it is otherwise registered in this state for the operation in which it is engaged, including but not by way of limitation regular registration, temporary registration, or trip permit or registration.

History: En. Sec. 11, Ch. 206, L. 1963; R.C.M. 1947, 53-711.

61-3-721. Proportional registration of fleet vehicles, application, fee formula, and payment. (1) An owner engaged in operating one or more fleets may, instead of registration of vehicles under other sections of this title, register and license each fleet for operation in this state by filing an application with the department which shall contain the following information and any other information pertinent to vehicle registration the department requires:

(a) total fleet miles which is the total number of miles operated in all jurisdictions during the preceding year by the vehicles in the fleet during the year;

(b) in-state miles which is the total number of miles operated in this state during the preceding year by the vehicles in the fleet during the year; and

(c) a description and identification of each vehicle of the fleet which is to be operated in this state during the registration year for which proportional fleet registration is requested.

(2) The application for each fleet may be accompanied by a fee payment computed as follows:

(a) divide in-state miles by total fleet miles;

(b) determine the total amount necessary to register each vehicle in the fleet for which registration is requested, based on the regular annual registration fees prescribed by 61-3-321 and part 2 of chapter 10, and the property taxes which are due on the fleet;

(c) multiply the sum obtained under subsection (2)(b) by the fraction obtained under subsection (2)(a).

(3) Applications submitted with fees shall be recomputed by the department and a statement furnished showing the overpayment or balance due.

(4) Applications submitted without fees shall be computed by the department and a statement furnished showing the amount of fees due.

History: En. Sec. 12, Ch. 206, L. 1963; amd. Sec. 2, Ch. 88, L. 1965; amd. Sec. 195, Ch. 316, L. 1974; amd. Sec. 1, Ch. 144, L. 1977; R.C.M. 1947, 53-712.

61-3-722. Registration and identification of proportionally registered vehicles — effect of such registration. (1) The department shall register the vehicles so described and issue a license plate or plates, or a distinctive sticker, or other suitable identification device, for each vehicle described in the application upon payment of the appropriate fees and property taxes as provided by law, for the application and for the stickers or devices issued. A fee of $2 shall be paid for each license plate, sticker, or device issued for each proportionally registered vehicle. A registration card shall be issued for each proportionally registered vehicle. The registration card shall, in addition to other information required by chapter 3, bear upon its face the number of the license, sticker, or other device issued for the proportionally registered vehicle and shall be carried in the vehicle at all times.

(2) Fleet vehicles so registered and identified shall be deemed fully licensed and registered in this state for any type of movement or operation, except that, in those instances in which a grant of authority is required for intrastate movement or operation, the vehicle may not be operated in intrastate commerce in this state unless the owner has been granted intrastate authority by the public service commission and unless the vehicle is being operated in conformity with that authority.

History: En. Sec. 13, Ch. 206, L. 1963; amd. Sec. 3, Ch. 88, L. 1965; amd. Sec. 196, Ch. 316, L. 1974; R.C.M. 1947, 53-713.

61-3-723. Proportional registration not applicable in a single jurisdiction. The right to the privilege and benefits of proportional registration of fleet vehicles extended by 61-3-711 through 61-3-733, or by any contract, agreement, arrangement, or declaration made under the authority thereof, shall be subject to the condition that each fleet vehicle proportionally registered under the authority of 61-3-711 through 61-3-733 shall also be proportionally or otherwise properly registered in at least one other jurisdiction during the period for which it is proportionally registered in this state.

History: En. Sec. 14, Ch. 206, L. 1963; R.C.M. 1947, 53-714.

61-3-724. Registration of additional fleet vehicles. Vehicles acquired by the owner after the commencement of the registration year and subsequently added to a proportionally registered fleet shall be proportionally registered by applying the mileage percentage used in the original application for such fleet for such registration period to the regular registration fees due with respect to such vehicle for the remainder of the registration year.

History: En. Sec. 15, Ch. 206, L. 1963; R.C.M. 1947, 53-715.

61-3-725. Withdrawal of fleet vehicles — procedure, credits, and accounting. If a vehicle is withdrawn from a proportionally registered fleet during the period for which it is registered, the owner of the fleet shall notify the department of highways of that fact on forms prescribed by the department. The department may require the owner to surrender proportional registration cards and other identification devices which have been issued with respect to that vehicle. If a vehicle is permanently withdrawn from a proportionally registered fleet because it has been destroyed, sold, or otherwise completely removed from the service of the registrant, the unused portion of the gross vehicle weight fees paid with respect to that vehicle shall be credited to the proportional registration account of the owner. This unused portion shall equal the amount paid with respect to the vehicle when it was first proportionally registered in the registration year, reduced by one-twelfth of the total annual gross vehicle weight fee of the vehicle for each calendar month and fraction thereof elapsing between the first day of the month of the current year in which the vehicle was registered and the date the notice of withdrawal is received by the department. This credit shall be applied against liability for subsequent additions to be prorated during the registration year or for additional fees due upon audit under 61-3-728. If a credit is less than $5, it may not be made or entered. In no event may the amount be credited against fees other than those for the registration year, nor may any amount be subject to refund.

History: En. Sec. 16, Ch. 206, L. 1963; amd. Sec. 197, Ch. 316, L. 1974; R.C.M. 1947, 53-716.

61-3-726. New fleet — estimated mileage. The initial application for proportional registration of a fleet shall state the mileage data with respect to the fleet for the preceding year in this and other jurisdictions. If operations were not conducted with this fleet during the preceding year, the application shall contain a full statement of the proposed method of operation and estimates of annual mileage in this state and other jurisdictions. The department shall determine the in-state and total fleet miles to be used in computing the fee payment for the fleet. The department may evaluate and adjust the estimate in the application if it is not satisfied as to the correctness of the estimate.

History: En. Sec. 17, Ch. 206, L. 1963; amd. Sec. 198, Ch. 316, L. 1974; R.C.M. 1947, 53-717.

61-3-727. Fleet registration — denial when no reciprocity. The department may refuse to accept proportional registration applications for the registration of vehicles based in, or owned by residents of, another jurisdiction if the department finds that the other jurisdiction does not grant similar registration privileges to fleet vehicles based in or owned by residents of this state.

History: En. Sec. 18, Ch. 206, L. 1963; amd. Sec. 199, Ch. 316, L. 1974; R.C.M. 1947, 53-718.

61-3-728. Preservation of proportional registration records. An owner whose application for proportional registration has been accepted shall preserve the records on which the application is based for a period of 4 years following the year or period upon which the application is based. Upon request of the department, the owner shall make these records available to the department for audit as to accuracy of computations and payments or pay the reasonable costs of an audit at the owner's home office by an appointed representative of the department. The department may make arrangements with agencies of other jurisdictions administering motor vehicle registration laws for joint audits of the owner.

History: En. Sec. 19, Ch. 206, L. 1963; amd. Sec. 200, Ch. 316, L. 1974; R.C.M. 1947, 53-719.

61-3-729. Relation to other state laws. The provisions of 61-3-711 through 61-3-733 shall constitute complete authority for the registration of fleet vehicles upon a proportional registration basis without reference to or application of any other statutes of this state except as in this section expressly provided.

History: En. Sec. 20, Ch. 206, L. 1963; R.C.M. 1947, 53-720.

61-3-730. Suspension of reciprocity benefits. Agreements, arrangements, or declarations made under 61-3-711 through 61-3-733 may include provisions authorizing the department to suspend or cancel the exemptions, benefits, or privileges granted thereunder to a person who violates any of the conditions or terms of the agreements, arrangements, or declarations or who violates the laws of this state relating to motor vehicles, or rules lawfully adopted thereunder.

History: En. Sec. 21, Ch. 206, L. 1963; amd. Sec. 201, Ch. 316, L. 1974; R.C.M. 1947, 53-721.

61-3-731. Agreements to be written, filed, and available for distribution. All agreements, arrangements, or declarations, or amendments thereto, shall be in writing and shall be filed with the department, and the department shall provide copies for public distribution upon request.

History: En. Sec. 22, Ch. 206, L. 1963; amd. Sec. 202, Ch. 316, L. 1974; R.C.M. 1947, 53-722.

61-3-732. Continued validity of existing reciprocity agreements. All reciprocity and proportional registration agreements, arrangements, and declarations relating to vehicles in force and effect as of March 7, 1963, shall continue in force and effect until specifically amended or revoked as provided by law or by such agreements or arrangements.

History: En. Sec. 23, Ch. 206, L. 1963; R.C.M. 1947, 53-723.

61-3-733. Law supplemental to motor vehicle registration law. Sections 61-3-711 through 61-3-732 are supplemental to the motor vehicle registration law of this state.

History: En. Sec. 24, Ch. 206, L. 1963; amd. Sec. 203, Ch. 316, L. 1974; R.C.M. 1947, 53-724.

CHAPTER 4

SALES AND DISTRIBUTION OF MOTOR VEHICLES

Part 1 — Dealers

Section

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Part 1

Dealers

61-4-101. Application for dealer's license. (1) Every person, firm, corporation, or association who, for commission or profit, engages in the business of buying, selling, exchanging, or acting as a broker of new motor vehicles, used motor vehicles, trailers, (except trailers having an unladen weight of less than 500 pounds), semitrailers, or special mobile equipment as defined in 61-1-104 and qualifies under [subparagraph (f)] of this section shall cause to be filed, by mail or otherwise, in the office of the division, a verified application for licensing as a dealer on a blank to be furnished by the division for that purpose, and containing the information therein required. The application and all of the information therein contained shall be verified by the Montana highway patrol. Each application must be accompanied by the license fee hereinafter named. Dealer's license must be renewed and paid for annually, and an application for relicensing must be filed not later than January 1 of each year.

(2) To qualify for licensing and the issuance and use of "D", "UD", "DTR", or "MCD" plates, as hereinafter provided, the applicant must furnish the following information and qualify under the following provisions:

(a) To qualify as a new motor vehicle dealer and for the use of "D" plates, the applicant must:

(i) state the name under which the business is to be conducted and the location of the premises (street address, city, county, and state) where records are kept, sales are made, and stock of motor vehicles is displayed;

(ii) state the name and address of all owners or persons having an interest in the business, provided that in the case of a corporation, the names and addresses of the president and secretary thereof are sufficient;

(iii) state the name and make of all motor vehicles handled and the name and address of the manufacturer, importer, or distributor with whom the applicant has a written new motor vehicle franchise or sales agreement;

(iv) execute a certificate to the effect that the applicant has a permanent building for the display and sale of new motor vehicles at the location of the premises where sales are conducted;

(v) execute a certificate to the effect that the applicant has a bona fide service department for the repair, service, and maintenance of motor vehicles; and

(vi) execute a certificate to the effect that the applicant is a bona fide dealer in new motor vehicles and that he is recognized by a manufacturer, importer, or distributor as a dealer in new motor vehicles.

(b) To qualify as a used motor vehicle dealer and for the use of "UD" plates, or as a trailer, semitrailer, or special mobile equipment dealer and for the use of "DTR" plates, or as a motorcycle dealer and for the use of "MCD" plates, the applicant must, in addition to the matters set forth in subsections (i) and (ii) of subsection (2)(a) above, provide:

(i) a statement that the applicant has a building or lot and a sign readable at a minimum distance of 150 feet and indicating the firm name and headquarters as the principal place of business; and

(ii) a certificate to the effect that the applicant is a bona fide dealer in used motor vehicles, trailers, semitrailers, special mobile equipment, or motorcycles.

(c) To qualify for a used motor vehicle dealer license a person must submit an annual application for that license and comply with the provisions of 61-4-102(5) in addition to fulfilling the requirements of subsection (2)(b) above.

(d) The provisions of subsection (2)(c) above do not apply to an applicant who is licensed as a motor vehicle wrecking facility under the provisions of Title 75, chapter 10, part 5.

(3) The applicant for a dealer's license shall also file with his application a good and sufficient bond in the sum of $5,000, and the bond shall be conditioned that the applicant shall conduct his business in accordance with the requirements of the law. All bonds shall run to the state of Montana and shall be approved by the division and filed in its office and shall be renewed annually.

History: En. Subd. 5, Sec. 1, Ch. 158, L. 1933; re-en. Sec. 1759.4, R.C.M. 1935; amd. Sec. 2, Ch. 72, L. 1937; amd. Sec. 2, Ch. 245, L. 1955; amd. Sec. 3, Ch. 256, L. 1965; amd. Sec. 1, Ch. 354, L. 1969; amd. Sec. 2, Ch. 226, L. 1971; amd. Sec. 2, Ch. 244, L. 1971; amd. Sec. 1, Ch. 535, L. 1977; R.C.M. 1947, 53-118(part).

61-4-102. Fees. (1) Upon making such application, the applicant shall pay to the division, in addition to the fees required of dealers under the provisions of subsection(2), a fee of $5. Upon receipt of the application, fee, and bond, as provided above, the division shall examine the application, and may, prior to issuing a license, make individual investigation of the truth of the statements contained in the application. If the division is satisfied that the applicant qualifies for the issuance of a dealer's license under the provisions of this chapter, it may thereupon issue the same.

(2) Registration or license fees shall be paid upon registration or reregistration of dealers in motor vehicles or trailers as follows:

(a) all dealers in motor vehicles, a fee of $30, which shall entitle such dealer to two sets of number plates, and $5 additional fee for each additional set of number plates up to six sets, and $2 additional fee for each additional set of number plates, as may be applied for;

(b) dealers in motorcycles and trailers, including housetrailers, $30.

(3) If any dealer is originally registered 6 months after the time of registration as set by law, the registration or license fee for the remainder of such year shall be one-half of the regular fee above given.

(4) A dealer in motor vehicles or trailers who shall maintain more than one place of business or who shall maintain any branch establishment or establishments must register and pay a registration or license fee for each such place of business or establishment.

(5) A new applicant for a used motor vehicle dealer license shall pay $300 to the division in addition to any other sums required by this section or other provisions of the law. An applicant for a renewal of a used motor vehicle dealer license shall certify under oath that he has sold more than five used motor vehicles during the preceding calendar year or pay an additional $300 before he may be licensed.

History: (1), (5)En. Subd. 5, Sec. 1, Ch. 158, L. 1933; re-en. Sec. 1759.4, R.C.M. 1935; amd. Sec. 2, Ch. 72, L. 1937; amd. Sec. 2, Ch. 245, L. 1955; amd. Sec. 3, Ch. 256, L. 1965; amd. Sec. 1, Ch. 354, L. 1969; amd. Sec. 2, Ch. 226, L. 1971; amd. Sec. 2, Ch. 244, L. 1971; amd. Sec. 1, Ch. 535, L. 1977; Sec. 53-118, R.C.M. 1947; (2) thru (4)En. Sec. 6, Ch. 75, L. 1917; amd. Sec. 2, Ch. 207, L. 1919; amd. Sec. 1, Ch. 199, L. 1921; re-en. Sec. 1760, R.C.M. 1921; amd. Sec. 1, Ch. 107, L. 1923; amd. Sec. 1, Ch. 88, L. 1927; amd. Sec. 1, Ch. 182, L. 1929; amd. Sec. 1, Ch. 103, L. 1933; amd. Sec.1, Ch. 38, Ex. L. 1933; re-en. Sec. 1760, R.C.M. 1935; amd. Sec. 1, Ch. 138, L. 1937; amd. Sec. 1, Ch. 125, L. 1939; amd. Sec. 2, Ch. 154, L. 1943; amd. Sec. 2, Ch. 200, L. 1945; amd. Sec. 1, Ch. 201, L. 1945; amd. Sec. 1, Ch. 221, L. 1951; amd. Sec. 1, Ch. 215, L. 1953; amd. Sec. 1, Ch. 41, L. 1955; amd. Sec. 228, Ch. 147, L. 1963; amd. Sec. 1, Ch. 178, L. 1963; amd. Sec. 30, Ch. 121, L. 1965; amd. Sec. 12-105, Ch. 197, L. 1965; amd. Sec. 4, Ch. 226, L. 1971; amd. Sec. 2, Ch. 243, L. 1977; Sec. 53-122, R.C.M. 1947; R.C.M. 1947, 53-118(part), 53-122(part).

61-4-103. Assignment of dealer plates. (1) Upon the licensing of a dealer as a new motor vehicle dealer, used motor vehicle dealer, or trailer, semitrailer, or special mobile equipment dealer, or a dealer of the motorcycle-type vehicle, the division shall assign to such dealer a distinctive serial license number as a dealer and after payment of fees furnish every qualified dealer in motor vehicles with not less than two sets of number plates, and as many more as required according to need, which need shall be justified by the dealer with the initial application for license and each renewal. Assigned number plates shall be similar to number plates furnished to owners of motor vehicles but shall bear thereon, in addition to the serial number assigned such dealer, the letter "D" if the dealer is authorized to sell new motor vehicles (including trucks and truck trailers); the letters "UD" if the dealer is authorized to sell used motor vehicles (including used trucks and used truck trailers); the letters "DTR" if the dealer is authorized to sell trailers, semitrailers, or special mobile equipment (new or used); and the letters "MCD" if the dealer is authorized to sell vehicles of the motorcycle type (new or used).

(2) With the exception of a dealer authorized to sell new motor vehicles (including trucks and truck trailers) and to use the "D" plate, no dealer authorized to transact business under the provisions of this section may offer for sale or trade any vehicle described in this section except such vehicles as are authorized by the plates assigned to him. If an applicant wishes to sell more than one type of vehicle, he shall make application for each separate authorization. No dealer plate assigned to a dealer may be used on any vehicle other than the type described in this section. A dealer authorized to sell new motor vehicles and assigned a "D" plate is authorized to sell both new and used motor vehicles (including trucks and truck trailers), and "D" plates may be displayed on either new or used motor vehicles by a licensed dealer in new vehicles.

(3) The division shall cause to be placed on each set of license plates issued to a dealer a serial number assigned to each dealer and the actual number of license plates issued to each dealer. The number of the dealer shall follow the prefix of the county, and the number of plates issued the dealer shall follow the prefix of the county and the number of the dealer, the dealer's number to be separated from the county prefix by a dash, and the number of plates issued to a dealer to be separated from the dealer's number by a dash, as follows: Dealer number 4 in Lewis and Clark County would be numbered 5-4, and if the dealer were issued three sets of plates, they would be numbered consecutively as follows, 5-4-1, 5-4-2, and 5-4-3.

(4) Dealers properly licensed under this section are authorized to use and display dealer's license plates on any motor vehicle held for bona fide sale or used in the conduct of the dealer's business in selling or demonstrating motor vehicles. No dealer's license plate shall be used or displayed on vehicles normally used for hire, lease, or rental or for purposes not incident to the business of a motor vehicle dealer. Each dealer is accountable for each plate issued and shall certify quarterly to the division the disposition of each dealer plate assigned to the dealer, including the name, address, and occupation of the person primarily using each plate.

(5) If it shall appear to the satisfaction of the division, from information furnished to it by the sheriff or any other law enforcement officer, that any such dealer has been improperly licensed, has used the dealer's license in a manner other than the one herein authorized or is not qualified as a dealer under the requirements of this section, the division may revoke such dealer's license. No person, firm, corporation, or association shall, for commission or profit, engage in the business of buying, selling, exchanging, or acting as a broker of new motor vehicles, trailers, or semitrailers unless duly licensed in compliance with this section (except trailers having an unladen weight of less than 500 pounds).

History: En. Subd. 5, Sec. 1, Ch. 158, L. 1933; re-en. Sec. 1759.4, R.C.M. 1935; amd. Sec. 2, Ch. 72, L. 1937; amd. Sec. 2, Ch. 245, L. 1955; amd. Sec. 3, Ch. 256, L. 1965; amd. Sec. 1, Ch. 354, L. 1969; amd. Sec. 2, Ch. 226, L. 1971; amd. Sec. 2, Ch. 244, L. 1971; amd. Sec. 1, Ch. 535, L. 1977; R.C.M. 1947, 53-118(part).

61-4-104. Record of sale. Every dealer licensed under 61-4-101 shall keep a book or record of the purchase, sale, or exchange, or receipt for the purpose of sale, of any used vehicle and a description of such vehicles, together with the name and address of the seller, of the purchaser, and of the alleged owner or other person from whom such vehicle was purchased or received, or to whom it was sold or delivered, as the case may be. Such description in the case of motor vehicles shall also include the engine number, if any, the maker's number, if any, chassis number, if any, and such other numbers or identification marks as may be thereon and shall include a statement that a number has been obliterated, defaced, or changed if such is the fact. In the case of a trailer, semitrailer, or special mobile equipment, the record shall include the manufacturer's number and such other numbers or identification marks as may be thereon. He shall also have in his possession a duly assigned certificate of title from the owner of said motor vehicle in accordance with the provisions of [another section of this act], from the time when the motor vehicle is delivered to him until it has been disposed of by him.

History: En. Subd. 5, Sec. 1, Ch. 158, L. 1933; re-en. Sec. 1759.4, R.C.M. 1935; amd. Sec. 2, Ch. 72, L. 1937; amd. Sec. 2, Ch. 245, L. 1955; amd. Sec. 3, Ch. 256, L. 1965; amd. Sec. 1, Ch. 354, L. 1969; amd. Sec. 2, Ch. 226, L. 1971; amd. Sec. 2, Ch. 244, L. 1971; amd. Sec. 1, Ch. 535, L. 1977; R.C.M. 1947, 53-118(4).

61-4-105. Penalty. Any person violating the provisions of 61-4-101 through 61-4-104 shall be guilty of a misdemeanor and subject to a fine of not less than $250 and not more than $500. For the purposes hereof, every sale of a motor vehicle in violation of the provisions of 61-4-101 through 61-4-104 shall be deemed a separate offense.

History: En. Subd. 5, Sec. 1, Ch. 158, L. 1933; re-en. Sec. 1759.4, R.C.M. 1935; amd. Sec. 2, Ch. 72, L. 1937; amd. Sec. 2, Ch. 245, L. 1955; amd. Sec. 3, Ch. 256, L. 1965; amd. Sec. 1, Ch. 354, L. 1969; amd. Sec. 2, Ch. 226, L. 1971; amd. Sec. 2, Ch. 244, L. 1971; amd. Sec. 1, Ch. 535, L. 1977; R.C.M. 1947, 53-118(part).

61-4-106. Transfer of license. A registered dealer, who may sell or dispose of his entire business to any other person, may have his certificate of registration transferred to such purchaser upon filing with the division a statement containing the name of the registered dealer, the number under which such dealer is registered, the name of the purchaser, and the location of the place of business so sold. Upon the filing of such statement, accompanied by a filing fee of $2, the division shall note upon the registration record of such dealer the change of ownership. But no certificate of registration can be transferred unless the entire business of the dealer holding such certificate of registration be sold and disposed of, and no such certificate of registration can be transferred to any person other than the purchasers of such business.

History: En. Sec. 6, Ch. 75, L. 1917; amd. Sec. 2, Ch. 207, L. 1919; amd. Sec. 1, Ch. 199, L. 1921; re-en. Sec. 1760, R.C.M. 1921; amd. Sec. 1, Ch. 107, L. 1923; amd. Sec. 1, Ch. 88, L. 1927; amd. Sec. 1, Ch. 182, L. 1929; amd. Sec. 1, Ch. 103, L. 1933; amd. Sec. 1, Ch. 38, Ex. L. 1933; re-en. Sec. 1760, R.C.M. 1935; amd. Sec. 1, Ch. 138, L. 1937; amd. Sec. 1, Ch. 125, L. 1939; amd. Sec. 2, Ch. 154, L. 1943; amd. Sec. 2, Ch. 200, L. 1945; amd. Sec. 1, Ch. 201, L. 1945; amd. Sec. 1, Ch. 221, L. 1951; amd. Sec. 1, Ch. 215, L. 1953; amd. Sec. 1, Ch. 41, L. 1955; amd. Sec. 228, Ch. 147, L. 1963; amd. Sec. 1, Ch. 178, L. 1963; amd. Sec. 30, Ch. 121, L. 1965; amd. Sec. 12-105, Ch. 197, L. 1965; amd. Sec. 4, Ch. 226, L. 1971; amd. Sec. 2, Ch. 243, L. 1977; R.C.M. 1947, 53-122(part).

61-4-107 through 61-4-110 reserved.

61-4-111. Used motor vehicles — transfer to and from dealers. (1) The provisions of 61-3-201(2) shall not apply in the event of the transfer of a motor vehicle to a duly licensed automobile dealer intending to resell such vehicle and who operates the same only for demonstration purposes. In such cases, the dealer shall not be required to make application for a new certificate of ownership or for registration during the period of his ownership of said vehicle, but upon his transfer of ownership thereof to a person other than a licensed motor vehicle dealer, the following acts shall be required of the dealer on or before the times herein set forth:

(a) Prior to his delivery of the vehicle to the purchaser, the dealer shall issue and affix to the rear window of said vehicle a sticker in form to be prescribed by the division and containing the name and address of the purchaser, date of sale, name and address of the dealer, and a description of the vehicle, including its serial number. There shall be imprinted upon said sticker in bold letters the following statement: "IT IS UNLAWFUL TO PLACE LICENSE PLATES UPON THIS VEHICLE UNTIL REGISTERED AT THE OFFICE OF THE COUNTY TREASURER". One copy of said sticker shall be delivered by the dealer to the county treasurer in the manner prescribed in subsection (1)(b) hereof, and a copy shall be retained by the dealer for his file.

(b) Within 4 working days following the date of delivery of said vehicle, the dealer shall forward to the county treasurer of the county where the purchaser resides the certificate of ownership and certificate of registration (if the same are then in his possession), with an application for registration executed by the new owner in accordance with the provisions of 61-3-322, and a copy of the sticker affixed to said vehicle by the dealer, and the division, upon receipt of said documents from the county treasurer, together with the conditional sales contract or other lien, if any, shall issue a new certificate of ownership and certificate of registration together with a statement of any conditional sales contract, mortgage, or other lien as provided in 61-3-202. Transmission of said documents by the dealer to the county treasurer may be accomplished either by personal delivery or by first class mail, in which event they shall be deemed to have been delivered at the time of mailing.

(c) If the dealer is unable to forward the certificate of ownership and/or certificate of registration within the time set forth in subsection (1)(b) hereof, because the same are lost, are in the possession of third parties, or are in process of reissuance in this state or elsewhere, he shall comply in all other respects with the provisions of subsection(1)(b) and shall forward the missing document or documents to the county treasurer, either personally or by first class mail, within 3 days after their receipt.

(2) Upon compliance by the dealer with the requirements set forth in this section, title to said motor vehicle shall be deemed to have passed to the purchaser as of the date of the delivery of said vehicle to him by the dealer, and the dealer shall have no further liability or responsibility with respect to the processing of registration.

History: En. Sec. 3, Ch. 138, L. 1971; amd. Sec 2, Ch. 399, L. 1977; R.C.M. 1947, 53-109.1.

61-4-112. Applicability of sticker provisions to new car purchases. The provisions of subsection (1)(a) of 61-4-111, pertaining to the issuance of a sticker by the dealer, placement thereof upon the rear windshield of the vehicle prior to delivery, and transmission of a copy of said sticker to the county treasurer, either personally or by first class mail within 10 days following delivery of said vehicle, shall be applicable to sales of new motor vehicles as well as to sales of used motor vehicles.

History: En. Sec. 4, Ch. 138, L. 1971; R.C.M. 1947, 53-109.2.

61-4-113. New motor vehicles towed into state to be labeled. (1) Any firm, person, corporation, or association of persons or any employee of such or any of such offering for sale or carrying on the business of selling new motor vehicles in the state of Montana shall be required to prominently label any motor vehicle which has been driven under its own power, pushed, towed, or propelled by any other means to sufficiently identify it from other new vehicles that have not been so driven, pushed, or towed and shall be required to furnish the purchaser of any such motor vehicle with a certificate on a printed form to be furnished by the [registrars of motor vehicles], upon request by such dealers, showing the actual number of miles such motor vehicle has been driven under its own power and the number of miles such vehicle has been pushed, towed, or otherwise propelled upon its own wheels. Any firm, person, corporation, or association of persons or employee of such or any of such who fails to so prominently label and issue such certificate or who knowingly issues a certificate that is untrue and calculated to mislead the purchaser shall be guilty of a misdemeanor.

(2) The provisions of this section shall not apply to motor vehicles during the period or time that such motor vehicles are used for bona fide demonstrating purposes.

History: En. Secs. 1, 2, Ch. 26, L. 1937; R.C.M. 1947, 53-301, 53-302.

61-4-114. Demonstration of trucks and trailers authorized — dealer's plate to be used — exemptions. (1) A new or used truck or trailer dealer licensed under 61-4-101 through 61-4-106 may not demonstrate to a prospective purchaser a truck, truck tractor, trailer, or semitrailer owned by or consigned to the dealer, or otherwise controlled by the dealer, without securing a demonstration permit and paying the fees required in 61-4-115. The vehicle must display the dealer's registration plate or other current Montana registration and the demonstration permit.

(2) Motor vehicles operating exclusively for transportation of persons for hire within the limits of incorporated cities or towns and within 15 miles from such limits are exempt from subsection (1). Motor vehicles brought or driven into Montana by a nonresident migratory bona fide agricultural worker temporarily employed in agricultural work in this state where those motor vehicles are used exclusively for transportation of agricultural workers are also exempt from subsection (1). Vehicles lawfully displaying a licensed dealer's plate as provided in [61-4-102] are exempt from subsection (1) when moving to or from a dealer's place of business when unladen or laden with dealer's property only, and in the case of vehicles having a gross laden weight of less than 24,000 pounds, while in the process of demonstration in the course of the dealer's business.

History: (1)En. Sec. 1, Ch. 209, L. 1971; Sec. 53-118.6, R.C.M. 1947; amd. and redes. 32-3315.1 by Sec. 168, Ch. 316, L. 1974; Sec. 32-3315.1, R.C.M. 1947; (2)En. Sec. 12, Ch. 219, L. 1951; amd. Sec. 1, ch. 262, L. 1967; amd. Sec. 1, Ch. 46, L. 1973; Sec. 53-626, R.C.M. 1947; amd. and redes. 32-3319 by Sec. 183, Ch. 316, L. 1974; Sec. 32-3319, R.C.M. 1947; R.C.M. 1947, 32-3315.1, 32-3319(part).

61-4-115. Application for truck demonstration permit — form and contents — number of permits authorized. The licensed dealer shall obtain the demonstration permit upon application to the department and the payment of $8 for each permit. The payment of this fee is in consideration of the right to use the highways of the state of Montana and is in lieu of fees required under part 2 of chapter 10. The form of the permit and the application for it shall be provided by the department under rules it prescribes. The permit shall be designed so that the licensed dealer may fill in the necessary information on it and so that the permit will be validated by the dating, inserting of name and address of the prospective purchaser, and affixing thereto the signature of the licensed dealer. The licensed dealer may obtain more than one but not more than five demonstration permits with each application.

History: Ap. p. Sec. 2, Ch. 209, L. 1971; Sec. 53-118.7, R.C.M. 1947; amd. and redes. 32-3315.2 by Sec. 169, Ch. 316, L. 1974; Sec. 32-3315.2, R.C.M. 1947; Ap. p. Sec. 13, Ch. 219, L. 1951; Sec. 53-627, R.C.M. 1947; amd. and redes. 32-3320 by Sec. 184, Ch. 316, L. 1974; Sec. 32-3320, R.C.M. 1947; R.C.M. 1947, 32-3315.2, 32-3320(part).

61-4-116. Operation under permit — period of permit — rental under permit prohibited. (1) A vehicle displaying the permit may be operated either laden or unladen. The permit expires 7 days after the date of validation by the licensed dealer.

(2) A demonstration permit may not be issued to the same prospective purchaser for the demonstration of the same vehicle or vehicles for more than one 7-day period.

(3) The vehicle operating with the demonstration permit may not be leased or rented by the licensed dealer or operated for compensation by the licensed dealer.

History: En. Sec. 3, Ch. 209, L. 1971; Sec. 53-118.8, R.C.M. 1947; amd. and redes. 32-3315.3 by Sec. 170, Ch. 316, L. 1974; R.C.M. 1947, 32-3315.3.

61-4-117. Violation of truck demonstration provisions. Violation of 61-4-114 through 61-4-116 is a misdemeanor and subject to the penalties under 61-10-232. For the purposes of this section, a licensed dealer shall be considered the owner.

History: En. Sec. 4, Ch. 209, L. 1971; Sec. 53-118.9, R.C.M. 1947; amd. and redes. 32-3315.4 by Sec. 171, Ch. 316, L. 1974; R.C.M. 1947, 32-3315.4.

61-4-118. Disposition of truck demonstration fees. Fees collected under 61-4-115 shall be disposed of in the manner provided in 61-10-225.

History: En. Sec. 5, Ch. 209, L. 1971; Sec. 53-118.10, R.C.M. 1947; amd. and redes. 32-3315.5 by Sec. 172, Ch. 316, L. 1974; R.C.M. 1947, 32-3315.5.

61-4-119 through 61-4-130 reserved.

61-4-131. Definitions. As used in 61-4-131 through 61-4-137, the following definitions apply:

(1) “Department” means the department of business regulation.

(2) “Designated family member” means the spouse, child, grandchild, parent, brother, or sister of a dealer who, in the case of a deceased dealer, is entitled to inherit the dealer’s ownership interest in the dealership under the terms of the dealer’s will, or who has otherwise been designated in writing by a deceased dealer to succeed him in the motor vehicle dealership, or under the laws of intestate succession of this state or who, in the case of an incapacitated dealer, has been appointed by a court as the legal representative of the dealer’s property. The term includes the appointed and qualified personal representative and the testamentary trustee of a deceased dealer.

History: En. 51-609 by Sec. 1, Ch. 381, L. 1977; R.C.M. 1947, 51-609(1), (3).

61-4-132. Right of designated family member to succeed in dealership ownership. (1) Any designated family member of a deceased or incapacitated dealer may succeed the dealer in the ownership or operation of the dealership under the existing franchise or distribution agreement provided he gives the manufacturer, factory branch, distributor, or importer of new motor vehicles written notice of his intention to do so within 120 days of the dealer’s death or incapacity and unless there exists good cause for refusal to honor such succession on the part of the manufacturer, factory branch, distributor, or importer.

(2) The manufacturer, factory branch, distributor, or importer may request, and the designated family member shall provide, upon request, personal and financial data that is reasonably necessary to determine whether the succession should be honored.

History: En. 51-610 by Sec. 2, Ch. 381, L. 1977; R.C.M. 1947, 51-610.

61-4-133. Refusal to honor succession to ownership — notice required. (1) If a manufacturer, factory branch, distributor, or importer believes that good cause exists for refusing to honor the succession to the ownership and operation of a dealership by a family member of a deceased or incapacitated dealer under the existing franchise agreement, the manufacturer, factory branch, distributor, or importer may, within 30 days of receipt of notice of the designated family member's intent to succeed the dealer in the ownership and operation of the dealership, serve upon the designated family member and the department notice of its refusal to honor the succession and of its intent to discontinue the existing franchise agreement with the dealership no sooner than 60 days from the date such notice is served.

(2) The notice must state the specific grounds for the refusal to honor the succession and of its intent to discontinue the existing franchise agreement with the dealership no sooner than 60 days from the date such notice is served.

(3) If notice of refusal and discontinuance is not timely served upon the family member and the department or if the department rules in favor of the complainant in a hearing held pursuant to 61-4-134, the franchise agreement shall continue in effect subject to termination only as otherwise permitted by law.

History: En. 51-611 by Sec. 3, Ch. 381, L. 1977; R.C.M. 1947, 51-611.

61-4-134. Procedure to determine right to succeed. (1) Any designated family member who receives notice of the manufacturer's, factory branch, distributor's, or importer's refusal to honor his succession to the ownership and operation of the dealership may, within the 60-day period, file with the department a verified complaint for a hearing and determination by the department on whether good cause exists for refusal and discontinuance.

(2) The manufacturer, factory branch, distributor, or importer must establish good cause for refusal by showing that the succession would be detrimental to the public interest or to the representation of the manufacturer, factory branch, distributor, or importer.

(3) The franchise agreement shall continue in effect until the final determination of the issues raised in the complaint.

(4) If the manufacturer, factory branch, distributor, or importer prevails, the department shall include in its order approving the termination of the franchise agreement reasonable conditions affording the complainant an opportunity to receive fair and reasonable compensation for the value of the dealership.

(5) Any decision by the department may be reviewed pursuant to part 7, chapter 4, Title 2.

History: En. 51-612 by Sec. 4, Ch. 381, L. 1977; R.C.M. 1947, 51-612.

61-4-135. Written designation of succession unaffected. Sections 61-4-131 through 61-4-137 do not preclude a dealer from designating any person as his successor by written instrument filed with the manufacturer, factory branch, distributor, or importer.

History: En. 51-613 by Sec. 5, Ch. 381, L. 1977; R.C.M. 1947, 51-613.

61-4-136. Violation — penalty. Any person violating the provisions of 61-4-131 through 61-4-137 shall upon conviction be fined no more than $5,000.

History: En. 51-614 by Sec. 6, Ch. 381, L. 1977; R.C.M. 1947, 51-614.

61-4-137. Civil damages. Any dealer suffering pecuniary loss due to a violation of 61-4-131 through 61-4-137, upon prevailing in a civil action therefor, is entitled to damages equal to three times the pecuniary loss together with court costs and reasonable attorneys' fees.

History: En. 51-615 by Sec. 7, Ch. 381, L. 1977; R.C.M. 1947, 51-615.

Part 2

Licensing of New Motor Vehicle Manufacturers, Distributors, and Importers

61-4-201. Definitions. As used in this part, the following definitions apply:

(1) "Community" means the relevant market area of a franchise. For the purposes of this part, the relevant market area of a franchise is the county or counties in which the franchisee is located.

(2) "Department" means the department of business regulation.

(3) "Distributor" or "wholesaler" means a person who sells or distributes new motor vehicles to new motor vehicle dealers in this state or who maintains distributor representatives in this state.

(4) "Distributor branch" means a branch office maintained or availed of by a distributor or wholesaler for the sale of new motor vehicles to new motor vehicle dealers in this state for directing or supervising its representatives in this state.

(5) "Factory branch" means a branch office maintained or availed of by a manufacturer for the sale of new motor vehicles to distributors or for the sale of new motor vehicles to new motor vehicle dealers in this state or for directing or supervising its representatives in this state.

(6) "Franchise" means a contract between or among two or more persons when all of the following conditions are included:

(a) a commercial relationship of definite duration or continuing indefinite duration is involved;

(b) the franchisee is granted the right to offer, sell, and service in this state new motor vehicles manufactured or distributed by the franchisor;

(c) the franchisee, as a separate business, constitutes a component of franchisor's distribution system; and

(d) the operation of the franchisee's business is substantially reliant on the franchisor for the continued supply of new motor vehicles, parts, and accessories.

(7) "Franchisee" means a person who receives new motor vehicles from the franchisor under a franchise and who offers, sells, and services such new motor vehicles to and for the general public.

(8) "Franchisor" means a person who manufactures, imports, or distributes new motor vehicles and who may enter into a franchise.

(9) "Importer" means a person who transports or arranges for the transportation of a foreign manufactured new motor vehicle into the United States for sale in this state.

(10) "Manufacturer" means a person who manufactures or assembles new motor vehicles or who manufactures or installs on previously assembled truck chassis special bodies or equipment, which when installed form an integral part of the new motor vehicle and which constitutes a major manufacturing alteration, but does not include a person who installs a camper on a pickup truck.

(11) "New motor vehicle dealer" means a person who buys, sells, exchanges, or offers or attempts to negotiate a sale or exchange or any interest in or who is engaged in the business of selling new motor vehicles or used motor vehicles taken in trade on new motor vehicles.

History: En. 51-601 by Sec. 1, Ch. 380, L. 1977; R.C.M. 1947, 51-601(1) thru (9), (11), (12).

61-4-202. License requirements. (1) No manufacturer, distributor, factory branch, or distributor branch may engage in business in Montana except in accordance with the requirements of this part. The provisions of this part do not apply to a public officer engaged in the discharge of his official duties or to a trustee, receiver, or other officer acting under the jurisdiction of a court; to financial institutions disposing of repossessed vehicles; or to a person disposing of his personal vehicle. The provisions of this part regulating and licensing manufacturers, distributors, factory branches, distributor branches, and franchisors apply only to those manufacturers, distributors, factory branches, distributor branches, and franchisors of motor vehicles as defined by this part.

(2) A manufacturer, distributor, factory branch, distributor branch, importer, or franchisor transacting business within Montana by offering, selling, trading, consigning, or otherwise transferring a new motor vehicle to a new motor vehicle dealer must be licensed by the state of Montana. The department shall issue licenses to qualified applicants upon receipt of a license fee in the amount of $15 accompanied by the information required in this section.

(3) The following information shall be submitted by an applicant upon forms supplied by the department:

(a) the name and address of the applicant;

(b) the make and model of each new motor vehicle to be franchised;

(c) the name and address of each of the applicant's franchisees within the state; and

(d) the name and address of each factory branch, distributor branch, agent, or representative within the state.

(4) The license may be renewed each year if the applicant is in compliance with the provisions of this part, remits a renewal fee in the amount of $15, and notifies the department of any changes in the information previously supplied.

(5) No new motor vehicle may be sold in this state unless either the manufacturer on direct dealership of domestic vehicles, the importer of foreign manufactured vehicles on direct dealership, or the distributor on indirect dealerships of either domestic or foreign vehicles is licensed as provided in this part. The obtaining of a license under this part conclusively establishes that a manufacturer, distributor, or importer is subject to the laws of this state regulating manufacturers, importers, and distributors.

History: En. 51-602 by Sec. 2, Ch. 380, L. 1977; R.C.M. 1947, 51-602.

61-4-203. Administration. The department shall supervise and regulate all persons required by this part to be licensed. In the supervision and regulation thereof the department may:

(1) make investigations it considers necessary;

(2) conduct hearings and compel attendance of witnesses at the hearings pursuant to the Montana Administrative Procedure Act; and

(3) prescribe rules it determines necessary to carry out the provisions of this part.

History: En. 51-603 by Sec. 3, Ch. 380, L. 1977; R.C.M. 1947, 51-603.

61-4-204. Filing agreement — product liability. (1) A franchisee must, at the time he applies for a new motor vehicle dealer license under the provisions of 61-4-101, file with the department a certified copy of his written agreement with a manufacturer and a certificate of appointment as dealer or distributor. The certificate of appointment must be signed by an authorized agent of the manufacturer of domestic vehicles whenever there is a direct manufacturer dealer agreement or by an authorized agent of the distributor whenever the manufacturer is wholesaling through an appointed distributorship. The certificate must be signed by an authorized agent of the importer of foreign made vehicles whenever there is a direct importer-dealer agreement or by an authorized agent of the distributor whenever there is an indirect distributor-dealer agreement. The distributor's certificate of appointment must be signed by an authorized agent of the manufacturer of domestically manufactured vehicles or by an authorized agent of the manufacturer or importer of foreign made vehicles.

(2) A franchisee need not file a written agreement or certificate of appointment if the manufacturer on direct dealerships or distributor on indirect dealerships or importer on direct dealerships uses the identical basic agreement for all its franchised dealers or distributors in this state and certifies in the certificate of appointment that the blanket agreement is on file and the written agreement with the particular dealer or distributor, respectively, is identical with the filed blanket agreement and that he has filed with the department one such agreement together with a list of franchised dealers or distributors.

(3) A manufacturer, distributor, or importer shall notify the department within 30 days of any revision of or addition to the basic agreement on file or of any franchise supplement to the agreement. Annual renewal of a certificate filed as provided in this section is not required.

(4) A manufacturer must file with the department a copy of the delivery and preparation obligations required to be performed by a dealer prior to the delivery of a new motor vehicle to a buyer. These delivery and preparation obligations constitute the dealer's only responsibility for product liability as between the dealer and the manufacturer. Any mechanical, body, or parts defects arising from an express or implied warranty of the manufacturer constitute the manufacturer's product or warranty liability only; provided, however, that this section shall not affect the obligations of new motor vehicle dealers to perform such warranty repair and maintenance as may be required by law or contract. The manufacturer must compensate an authorized dealer who performs work to rectify the manufacturer's product or warranty defect or delivery and preparation obligations at the dealer's regular established retail rate for similar work.

(5) The dealer must furnish the purchaser of a new vehicle with a signed copy of the manufacturer's delivery and preparation requirements indicating that each of those requirements has been performed.

History: En. 51-604 by Sec. 4, Ch. 380, L. 1977; R.C.M. 1947, 51-604(1) thru (3), (5), (6).

61-4-205. Limitations on cancellation and termination. (1) Notwithstanding the terms, provisions, or conditions of any agreement or franchise, no franchisor may cancel, terminate, or refuse to continue a franchise unless the franchisor has cause for termination or noncontinuance.

(2) No franchisor may enter into a franchise for the purpose of establishing an additional new motor vehicle dealership in any community in which the same line-make is then represented unless there is good cause for an additional new motor vehicle dealership under a franchise and that it is in the public interest.

(3) If a franchisor seeks to terminate or not continue a franchise or seeks to enter into a franchise establishing an additional new motor vehicle dealership of the same line-make, the franchisor shall, not less than 30 days prior to the intended action, and the franchisee may, at any time, file a notice with the department of intention to terminate or not continue the franchise or to enter into a franchise for additional representation of the same line-make. No notice of intention to terminate or not continue a franchise may be required from a franchisor until the conclusion of any review proceeding of that intention offered to the franchisee under the franchise. This section does not apply to an intended termination or noncontinuance of a franchise that the franchisee elects voluntarily, pursuant to a plan established by a franchisor, to submit to binding arbitration.

(4) Upon receiving a notice of intention under the provisions of subsection (3), the department shall, within 5 days of receipt of a notice of intention, send by certified mail, with return receipt requested, a copy of the notice to the franchisor and to the franchisee whose franchise the franchisor seeks to establish, terminate, or not continue. If the notice states an intent to establish an additional new motor vehicle dealership, a copy of the notice shall be sent within 5 days of receipt to all franchisees in the community who are then engaged in the business of offering to sell or selling the same line-make. Copies of notices shall be addressed to the principal place of business of each recipient and to the statutory agent of each corporate recipient. The department may also give a copy of the franchisor's notice to any other parties whom the department may consider interested persons, such copy to be in the form and substance and given in the manner the department finds appropriate.

(5) In instances where the change in ownership has the effect of the sale of the franchise, the franchisor may not without good cause withhold its consent to the sale. Good cause relates only to the transferee's financial and managerial capabilities or to the inability of the transferee to comply with a state or federal law relating to new motor vehicle dealerships. The burden of establishing good cause is upon the franchisor.

(6) Notwithstanding the terms, provisions, or conditions of an agreement or franchise, in the event of the sale or transfer of ownership of the franchisee's dealership by sale or transfer of the business or by stock transfer to the dealer's spouse, son, or daughter, the franchisor shall give effect to such a change in the franchise unless the transfer of the franchisee's new motor vehicle dealer's license is denied or the new owner is unable to obtain a license under the laws of this state.

(7) If a franchisor enters into or attempts to enter into a franchise, whether upon termination or refusal to continue another franchise or upon the establishment of an additional new motor vehicle dealership in a community where the same line-make is then represented, without first complying with the provisions of this part, no license under 61-4-101 through 61-4-105 may be issued to that franchisee or proposed franchisee to engage in the business of selling new motor vehicles manufactured or distributed by that franchisor.

History: En. 51-605 by Sec. 5, Ch. 380, L. 1977; R.C.M. 1947, 51-605(1) thru (4), (11), (12), (14).

61-4-206. Objections — hearing. (1) A person who receives or is entitled to receive a copy of a notice provided for in subsection (4) of 61-4-205 may object to the approval of the proposed action by filing a written objection with the department within 15 days from the date the notice was received by the person entitled to receive the notice. If no objection is filed within 15 days from the date the notice was received, the proposed action shall be approved.

(2) If a timely objection has been filed, the department shall enter an order fixing the time, which shall be within 30 days of the date of the order, and place of a hearing on the objection and shall send by certified mail with return receipt requested a copy of the notice provided for in subsection (4) of 61-4-205.

(3) The department may upon request continue the date of hearing for a period of 30 days and may upon application, but not ex parte, continue the date of hearing for an additional period of 30 days.

(4) Upon hearing, the franchisor has the burden of proof to establish that good cause exists to terminate or not continue the franchise. When there is an objection to the establishment of a new motor vehicle dealership, the burden of proof that good cause does exist shall be with the franchisor.

(5) The rules of evidence for such hearing shall be those found in chapter 4, Title 2. The department shall reasonably apportion all costs between the parties.

(6) The department may issue subpoenas, administer oaths, and compel the attendance of witnesses and production of books, papers, documents, and all other

evidence. The department may apply to the district court of the county in which the hearing is held for a court order enforcing this section. The hearing shall be conducted pursuant to chapter 4, Title 2.

(7) A transcript of the testimony of each witness taken at the hearing shall be made and preserved. Within 30 days after the hearing, the department shall make written findings of fact and conclusions and enter a final order.

(8) Any party to the hearing before the department may appeal pursuant to chapter 4, Title 2.

History: En. 51-605 by Sec. 5, Ch. 380, L. 1977; R.C.M. 1947, 51-605(5) thru (9), (13), (17), (18).

61-4-207. Determination of good cause. (1) In determining whether good cause has been established for terminating or not continuing a franchise, the department shall take into consideration the existing circumstances, including but not limited to:

(a) amount of business transacted by the franchise;

(b) investment necessarily made and obligations incurred by the franchisee in the performance of his part of the franchise;

(c) permanency of the investment;

(d) whether it is injurious to the public welfare for the business of the franchisee to be discontinued;

(e) whether the franchisee has adequate new motor vehicle facilities, equipment, parts, and qualified management, sales, and service personnel to reasonably provide consumer care for the new motor vehicles sold at retail by the franchisee and any other new motor vehicle of the same line-make;

(f) whether the franchisee refuses to honor warranties of the franchisor to be performed by the franchisee if the franchisor reimburses the franchisee for such warranty work performed by the franchisee; and

(g) except as provided in subsection (2) of this section, failure by the franchisee to substantially comply with those requirements of the franchise that are determined by the department to be reasonable and material.

(2) Notwithstanding the terms, provisions, or conditions of an agreement or franchise, the following do not constitute good cause for the termination or noncontinuance of a franchise:

(a) a change in ownership of the franchisee's dealership;

(b) the fact that the franchisee refused to purchase or accept delivery of a new motor vehicle, part, accessory, or any other commodity or service not ordered by the franchisee.

(3) In determining whether good cause has been established for entering into an additional franchise for the same line-make the department shall take into consideration the existing circumstances, including but not limited to:

(a) amount of business transacted by other franchisees of the same line-make in that community;

(b) investment necessarily made and obligations incurred by other franchisees of the same line-make in that community in the performance of their part of their franchises; and

(c) whether the franchisees of the same line-make in that community are providing adequate consumer care for the new motor vehicle products of the line-make which shall include the adequacy of new motor vehicle dealer sales and service facilities, equipment, supply of parts, and qualified management, sales, and service personnel.

History: En. 51-605 by Sec. 5, Ch. 380, L. 1977; R.C.M. 1947, 51-605(10), (15), (16).

61-4-208. Coercion prohibited. (1) A manufacturer of new motor vehicles, factory branch, distributor, distributor branch, importer, field representative, officer, agent, or any representative thereof may not coerce or attempt to coerce a new motor vehicle dealer to accept delivery of a new motor vehicle, a part, or an accessory therefor or any other commodity that has not been ordered by the dealer.

(2) A manufacturer, factory branch, distributor, distributor branch, importer, field representative, officer, or agent or representative thereof may not coerce or attempt to coerce a new motor vehicle dealer to enter into an agreement with such manufacturer, factory branch, distributor, distributor branch, or representative thereof or do any other act unfair to the dealer by:

(a) threatening to cancel or not renew a franchise existing between the manufacturer, factory branch, distributor, distributor branch, or representative thereof and the dealer; or

(b) threatening to withhold, delay, or disrupt the receipt of new motor vehicles or any motor vehicle parts or supplies ordered by the dealer from the manufacturer, factory branch, distributor, distributor branch, importer, or representative or agent thereof.

History: En. 51-606 by Sec. 6, Ch. 380, L. 1977; R.C.M. 1947, 51-606.

61-4-209. Cease and desist orders. When the department has reasonable cause to believe, from information furnished to or from an investigation made by it, that any person is engaged in any business regulated by this part without being licensed as required, it shall immediately issue and serve upon such person, by certified mail, a cease and desist order, requiring him to cease and desist from further engaging in that business. Upon failure of that person to comply with the order, the department shall file an action in the district court of Lewis and Clark County to restrain and enjoin the person from engaging in the business. The court in the action shall proceed as in other actions for injunctions.

History: En. 51-608 by Sec. 8, Ch. 380, L. 1977; R.C.M. 1947, 51-608.

61-4-210. Penalties. (1) Except as provided in subsection (2), a person who violates any provision of this part is guilty of a misdemeanor and upon conviction shall be fined not less than $500 or more than $1,000 for each violation. Each day that a violation continues or occurs constitutes a separate violation.

(2) A manufacturer on direct dealerships, distributor on indirect dealerships, or importer on direct dealerships who has filed with the department an agreement used by all its franchisees in this state together with a list of all such franchisees and who fails to notify the department within 30 days of any revision, change, or addition thereto is guilty of a misdemeanor and upon conviction shall be fined not to exceed $500.

(3) If any new motor vehicle dealer incurs pecuniary loss due to a violation of this part by a manufacturer, distributor, importer, or factory branch or representative or agent thereof, the dealer may recover damages therefor in a court of competent jurisdiction in amount equal to three times the pecuniary loss, together with costs including reasonable attorney's fees.

History: (1), (3)En. 51-607 by Sec. 7, Ch. 380, L. 1977; Sec. 51-607, R.C.M. 1947; (2)En. 51-604 by Sec. 4, Ch. 380, L. 1977; Sec. 51-604, R.C.M. 1947; R.C.M. 1947, 51-604(4), 51-607.

Part 3

Transportation of Vehicles

61-4-301. Permit and transit plates for new vehicles being transported by driveaway or towaway methods. (1) A person, firm, partnership, or corporation, regularly and lawfully engaged in the transportation of new vehicles over the highways of this state from manufacturing or assembly points to agents of manufacturers and dealers in this state or in other states, territories, or foreign countries or provinces by the driveaway or towaway methods, where the vehicles being driven, towed, or transported by the saddle-mount, towbar or full-mount methods, or a lawful combination of these methods, will be transported over the highways of the state but once, may annually apply to the department of justice for a permit to use the highways of this state and shall pay, upon filing the application, a fee of $100. Upon processing of the application, that department shall issue an annual permit to the applicant.

(2) The permitholder may also apply to the department of justice for a sufficient number of distinctive transit plates or devices showing the permit number for identification of the vehicles being transported by the permitholder, and the plates or devices may be used on a vehicle being driven, towed, or transported by and under the control of the permitholder. That department shall collect the additional sum of $1 for each pair of transit plates or devices applied for and issued.

(3) The department of justice shall retain the permit and plate fees to defray costs of administering 61-4-301 through 61-4-308.

(4) The permit and transit plates or devices expire on December 31 of each year.

History: En. Sec. 6-401, Ch. 197, L. 1965; amd. Sec. 121, Ch. 316, L. 1974; R.C.M. 1947, 32-3401.

61-4-302. One-trip fee in addition to permit and plate fees payable quarterly. In addition to the permit and plate fees, a permit holder shall pay to the department of justice a one-trip fee of $5 per driven vehicle. The fee shall be paid within 15 days after the end of the calendar quarter upon forms recommended or supplied by that department.

History: En. Sec. 6-402, Ch. 197, L. 1965; amd. Sec. 122, Ch. 316, L. 1974; R.C.M. 1947, 32-3402.

61-4-303. Disposition of funds collected. The department of justice shall retain 5% of the funds collected in payment of the trip fees to defray costs of administration. The remaining 95% shall be transferred, on or before the 15th day of each month after collection, to the credit of the department of highways.

History: En. Sec. 6-403, Ch. 197, L. 1965; amd. Sec. 123, Ch. 316, L. 1974; amd. Sec. 2, Ch. 286, L. 1977; R.C.M. 1947, 32-3403.

61-4-304. Fees provided for to be in addition to fees now payable under chapter 12, Title 69. The fees provided for driveaway or towaway transportation are in addition to any fees payable by for-hire carriers under the provisions of chapter 12, Title 69.

History: En. Sec. 6-404, Ch. 197, L. 1965; R.C.M. 1947, 32-3404.

61-4-305. Fees provided to be in lieu of other fees payable — election to pay other fees. The fees provided for driveaway or towaway transporters are declared to be in consideration of the right to use the highways of the state, and are in lieu of all other fees including those which might be payable under the provisions of part 2 of chapter 10. However, any operator may elect to pay the fees payable under the provisions of that part.

History: En. Sec. 6-405, Ch. 197, L. 1965; R.C.M. 1947, 32-3405.

61-4-306. Exemptions from fees. The fees provided for driveaway or towaway transporters shall not apply to:

(1) vehicles regularly used in the hauling of vehicles by the truckaway method or to the vehicles so transported;

(2) vehicles operated under dealers' licenses or plates;

(3) vehicles registerable under any other provisions of law;

(4) any person not issued a driveaway or towaway permit.

History: En. Sec. 6-406, Ch. 197, L. 1965; R.C.M. 1947, 32-3406.

61-4-307. Display of plates. A vehicle or combination of vehicles transported over the highways of the state by a permitholder shall display in a prominent position thereon the distinctive transit plates or devices, the towing vehicle displaying such on the front thereof and a towed vehicle on the rear thereof.

History: En. Sec. 3, Ch. 133, L. 1953; Sec. 53-632, R.C.M. 1947; amd. and redes. 32-3407 by Sec. 185, Ch. 316, L. 1974; R.C.M. 1947, 32-3407.

61-4-308. List of holders of permits and transit plates. The department of justice shall furnish the department of highways a list of the permitholders and of the transit plates or devices issued to those permitholders.

History: En. Sec. 4, Ch. 133, L. 1953; Sec. 53-633, R.C.M. 1947; amd. and redes. 32-3408 by Sec. 186, Ch. 316, L. 1974; R.C.M. 1947, 32-3408.

61-4-309. Definition. (1) "Mobile home", for the purposes of 61-4-310, means a trailer or semitrailer which is designed, constructed, and equipped as a dwelling place, living abode, or sleeping place (either permanently or temporarily) and is equipped for movement on streets and highways and exceeds 25 feet in length, exclusive of trailer hitch.

(2) For the purpose of 61-4-310, a mobile home shall be considered unladen when all items are removed except the equipment originally installed by the manufacturer and personal effects of owners.

History: En. Sec. 1, Ch. 182, L. 1955; amd. Sec. 1, Ch. 126, L. 1965; amd. Sec. 2, Ch. 18, L. 1974; R.C.M. 1947, 53-119.1(part).

61-4-310. Single movement permit — fee — limitation — county treasurer to issue. (1) A vehicle, subject to license under this title, may be moved unladen upon the highways of this state from a point within the state to a point of destination. The county treasurer at the point of the origin of the movement shall issue a special permit therefor in lieu of fees required under 61-3-321 and part 2 of chapter 10 of this title, upon application presented to him in such form as shall be provided by the division and upon exhibiting to said county treasurer proof of ownership and evidence that the personal property taxes on such vehicle, if any are due thereon, have been paid and upon payment therefor of a fee of $5. Such permit shall not be in lieu of fees and permits required under 61-4-301 and 61-4-302.

(2) Such permit shall be for the transit of the vehicle only, and the vehicle shall not at the time of such transit be used for the transportation of any persons, except the driver, or property whatsoever for compensation or otherwise, and shall be for one transit only between the points of origin and destination as set forth in the application and shown on the permit.

(3) A junk vehicle as defined in part 5, chapter 10, Title 75, being driven or towed to an auto wrecking graveyard for disposal is exempt from the provisions of this section.

History: En. Sec. 1, Ch. 182, L. 1955; amd. Sec. 1, Ch. 126, L. 1965; amd. Sec. 2, Ch. 18, L. 1974; R.C.M. 1947, 53-119.1(part).

61-4-311. Fees credited to general road fund. All fees collected under 61-4-310 shall belong to the general road fund of the county and be for the use and benefit of that fund.

History: En. Sec. 2, Ch. 182, L. 1955; R.C.M. 1947, 53-119.2.

Part 4

Monopolies in Financing Sale of Motor Vehicles

61-4-401. Declaration of policy. It is hereby declared to be the policy of this state that free and unrestrained competition shall prevail in the business of financing the purchase or sale of motor vehicles.

History: En. Sec. 1, Ch. 144, L. 1937; R.C.M. 1947, 51-201.

61-4-402. Definitions. (1) "Finance company" or "finance agency" shall mean any person, firm, association, corporation, or other organization engaged in the business of buying, selling, assigning, dealing, financing, or acquiring conditional contracts of sale or engaged in the business of purchasing or acquiring promissory notes or any other form or evidences of indebtedness of sale, either secured by vendor's lien, conditional bill of sale, chattel mortgage, or leases arising out of the sale of motor vehicles in this state.

(2) The term "manufacturer" shall mean any person, firm, corporation, partnership, or association engaged either directly or indirectly in the manufacture or wholesale distribution of motor vehicles.

(3) The terms "sell", "sold", "buy", and "purchase" as used in this part, include exchange, barter, gift, and offer or contract to sell or buy.

(4) The term "wholesale distributor" shall mean any person, firm, association, corporation, or other organization engaged directly or indirectly in the sale or distribution of motor vehicles to agents or to dealers.

History: En. Sec. 2, Ch. 144, L. 1937; R.C.M. 1947, 51-202(b) thru (d), (f).

61-4-403. Certain financing agreements prohibited. It shall be unlawful for any manufacturer or wholesale distributor of motor vehicles to sell or enter into a contract for the sale of motor vehicles to any motor vehicle dealer on the condition or under an agreement, expressed or implied, that such dealer shall finance the purchase or sale of any motor vehicle or vehicles only through a designated finance company or finance agency. Any such condition, agreement, or understanding is hereby declared to be against the public policy of the state and such condition, agreement, or understanding shall be unlawful, void, and unenforceable, either as law or equity.

History: En. Sec. 3, Ch. 144, L. 1937; R.C.M. 1947, 51-203.

61-4-404. Threats prima facie evidence. Any threat, expressed or implied, made directly or indirectly to any dealer by any manufacturer, or by any person who is engaged in the business of financing the purchase or sale of motor vehicles and is affiliated with or controlled by any manufacturer, that such manufacturer will cease to sell or will terminate or refuse to enter into a contract to sell motor vehicles to such dealer unless such dealer finances the purchase or sale of any such motor vehicle or vehicles only with or through a designated person, shall be presumed to be made at the direction of and with the authority of such manufacturer and shall be prima facie evidence of the fact that such manufacturer has sold or intends to sell such motor vehicle or vehicles on the condition or under the agreement prohibited by the provisions of this part.

History: En. Sec. 4, Ch. 144, L. 1937; R.C.M. 1947, 51-204.

61-4-405. Penalty. Any person who shall violate any of the provisions of this part and any employee, agent, or officer of any such person who shall participate in any manner in making, enforcing, or performing or in aiding or abetting in the performance of any such contract, condition, agreement, or understanding shall be deemed guilty of a crime and upon conviction thereof shall be punished for each offense by a fine of not more than $5,000 or by imprisonment in the penitentiary for not more than 5 years or in the county jail for not more than 1 year or by both such fine and imprisonment.

History: En. Sec. 5, Ch. 144, L. 1937; R.C.M. 1947, 51-205.

61-4-406. Suit for injury to business or property. In addition to the criminal and civil penalties herein provided, any person who shall be injured in his business or property by any other person or corporation or association or partnership by reason of anything forbidden or declared to be unlawful by this part may sue therefor in any court having jurisdiction thereof in the county where the defendant resides or is found or any agent resides or is found or where service may be obtained, without respect to the amount in controversy, and recover twofold the damages by him sustained and the costs of suit. Whenever it shall appear to the court before which any proceedings under this part may be pending that the ends of justice require that other parties shall be brought before the court, the court may cause them to be made parties defendant and summoned, whether they reside in the county where such action is pending or not.

History: En. Sec. 6, Ch. 144, L. 1937; R.C.M. 1947, 51-206.

CHAPTER 5

DRIVERS' LICENSES

Part 1 — Licensing Provisions

Section

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Part 1

Licensing Provisions

61-5-101. Drivers' examination section of division of motor vehicles. (1) There is hereby created a drivers' examination section of the division of motor vehicles, under the direct control and supervision of the division. The division shall maintain a permanent place of business at the state capital and shall meet at least once each month for the purpose of transacting business either as the drivers' examining board, the division, or jointly for the two. The division shall select a chief examiner, deputy chief examiner, and as many assistant chief examiners and examiners as it deems necessary and shall provide for the necessary clerical help.

(2) The chief examiner, deputy chief examiner, assistant chief examiners and all examiners shall have the same qualifications as are required for members of the Montana highway patrol. The chief examiner shall rank as a captain, the deputy chief examiner as a lieutenant, the assistant chief examiners shall rank as sergeants, and the examiners shall rank as patrolmen.

History: En. Sec. 1, Ch. 267, L. 1947; amd. Sec. 1, Ch. 141, L. 1951; amd. Sec. 1, Ch. 101, L. 1957; amd. Sec. 1, Ch. 42, L. 1969; R.C.M. 1947, 31-117.

61-5-102. Operators and chauffeurs to be licensed. (1) No person, except those hereinafter expressly exempted under 61-5-104, shall drive any motor vehicle upon a highway in this state unless such person has a valid Montana license as an operator or chauffeur under the provisions of this chapter. No person shall receive an operator's or chauffeur's license unless and until he surrenders to the division all valid operators' and chauffeurs' licenses in his possession issued to him by any other jurisdiction. All surrendered licenses shall be returned by the division to the issuing department together with information that the licensee is now licensed in this state. No person shall be permitted to have more than one valid operator's or chauffeur's license at any time.

(2) No person shall drive a motor vehicle as a chauffeur unless he holds a valid chauffeur's license. No person shall receive a chauffeur's license unless and until he surrenders to the division any operator's license issued to him or an affidavit that he does not possess an operator's license. Any person holding a valid chauffeur's license hereunder need not procure an operator's license.

(3) Whenever a city or town requires an operator or chauffeur to obtain a local driving license or permit, such a license or permit shall not be issued unless applicant therefor presents a state driver's license valid under the provisions of this chapter.

History: En. Sec. 9, Ch. 267, L. 1947; amd. Sec. 1, Ch. 37, L. 1951; amd. Sec. 1, Ch. 79, L. 1957; amd. Sec. 1, Ch. 51, L. 1959; amd. Sec. 1, Ch. 211, L. 1961; R.C.M. 1947, 31-125(a) thru (c).

61-5-103. Residency requirement. Any person who has resided in this state for a period exceeding 90 days is considered to be a resident for the purpose of being licensed to drive a motor vehicle and must thereafter be licensed to drive motor vehicles under the laws of this state.

History: En. Sec. 9, Ch. 267, L. 1947; amd. Sec. 1, Ch. 37, L. 1951; amd. Sec. 1, Ch. 79, L. 1957; amd. Sec. 1, Ch. 51, L. 1959; amd. Sec. 1, Ch. 211, L. 1961; R.C.M. 1947, 31-125(d).

61-5-104. Exemptions. (1) The following persons are exempt from license hereunder:

(a) any person who is a member of the armed forces of the United States while operating a motor vehicle owned by or leased to the United States government and being operated on official business;

(b) any person while driving or operating any road machine, farm tractor, or implement of husbandry temporarily operated or moved on a highway.

(2) A nonresident who is at least 15 years of age and who has in his immediate possession a valid operator's license issued to him in his home state or country may operate a motor vehicle in this state only as an operator.

(3) A nonresident who is at least 18 years of age and who has in his immediate possession a valid chauffeur's license issued to him in his home state or country may operate a motor vehicle in this state either as an operator or chauffeur subject to the age limits applicable to chauffeurs in this state.

(4) Any nonresident who is at least 18 years of age, whose home state or country does not require the licensing of operators, may operate a motor vehicle as an operator only, for a period of not more than 90 days in any calendar year, if the motor vehicle so operated is duly registered in the home state or country of such nonresident.

(5) A driver's license issued hereunder to any person who enters the United States armed forces, if valid and in force and effect at the time such person enters the service, shall continue in full force and effect so long as such service shall continue unless such license is sooner suspended, revoked, or canceled for a cause as provided by law, and for not to exceed 30 days following the date on which holder

of such driver's license is honorably separated from such service. During said 30-day period, such license shall be valid only when in the immediate possession of the licensee while driving and the licensee has his discharge, separation, leave, or furlough papers in his immediate possession.

History: En. Sec. 10, Ch. 267, L. 1947; amd. Sec. 1, Ch. 95, L. 1955; amd. Sec. 1, Ch. 137, L. 1961; amd. Sec. 1, Ch. 133, L. 1969; R.C.M. 1947, 31-126.

61-5-105. Who may not be licensed. The division of motor vehicles shall not issue any license hereunder to any person:

(1) as an operator, who is under the age of 16 years, with these exceptions:

(a) The division may issue an operator's license to a person who is 15 years if he has passed a driver's education course approved by the division and the superintendent of public instruction.

(b) The division may issue a restricted license as hereinafter provided to any person who is at least 13 years of age;

(2) as a chauffeur, employed by another for the principal purpose of driving a motor vehicle when in use exclusively for the transportation of property for compensation, who is under the age of 18 years, or to any person, as a chauffeur, who is employed by another for the principal purpose of driving a motor vehicle transporting passengers for hire or transporting school children, who is under the age of 18 years;

(3) as an operator or chauffeur, whose license has been suspended during the suspension, or to any person whose license has been revoked, except as provided in 61-5-208;

(4) as an operator or chauffeur, who is an habitual drunkard, or is addicted to the use of narcotic drugs;

(5) as an operator or chauffeur, who has previously been adjudged to be afflicted with or suffering from any mental disability or disease and who has not at the time of application been restored to competency by the methods provided by law;

(6) as an operator or chauffeur, who is required by this chapter to take an examination, unless the person shall have successfully passed such examination;

(7) who is required under the provisions of the motor vehicle financial responsibility laws of this state to deposit proof of financial responsibility and who has not deposited such proof;

(8) as an operator or chauffeur, who is suffering from any form of epileptic type seizures or similar disorders characterized by lapse of consciousness or control, either temporary or prolonged, which is or may become chronic; provided that the division may in its discretion issue a license to a person suffering from epileptic type seizures or similar disorder characterized by lapse of consciousness or control, if otherwise qualified to be licensed to drive a motor vehicle, when the afflicted person can show through a written report from his attending physician that he has not experienced an epileptic type seizure or similar disorder characterized by lapse of consciousness or control for a sufficient period and that the condition is stabilized as attested to by said physician.

History: En. Sec. 11, Ch. 267, L. 1947; amd. Sec. 1, Ch. 60, L. 1955; amd. Sec. 1, Ch. 227, L. 1965; amd. Sec. 14, Ch. 94, L. 1973; amd. Sec. 1, Ch. 178, L. 1973; R.C.M. 1947, 31-127.

61-5-106. Instruction and traffic education permits and temporary licenses. (1) Any person satisfying the age requirements specified in 61-5-105(1) may apply to the division for an instruction permit. The division may in its discretion, after the applicant has successfully passed all parts of the examination other than the driving test, issue to the applicant an instruction permit which shall entitle the applicant, while having such permit in his immediate possession, to drive a motor vehicle upon the public highways for a period of 6 months when accompanied by a licensed operator or chauffeur who is occupying a seat beside the driver. In addition, the division may issue such an instruction permit to any person who is at least 14 ½ years of age and who is successfully participating in a traffic education course approved by the division and the superintendent of public instruction. Any instruction permit so issued shall be restricted to the operation of a motor vehicle only when accompanied by an approved instructor or licensed parent or guardian and may be further restricted to specific times and/or areas.

(2) The division upon receiving proper application may in its discretion issue a traffic education permit effective for a school year or more restricted period to an applicant who is enrolled in a traffic education program approved by the division even though the applicant has not reached the legal age to be eligible for an operator's license. Such permit shall entitle the permittee when he has such a permit in his immediate possession to operate only on a designated highway or within a designated area a motor vehicle only when an approved instructor is occupying a seat beside the permittee or a motorcycle only when under the immediate and proximate supervision of an approved instructor.

(3) The division may in its discretion issue a temporary driver's permit to an applicant for an operator's license permitting him to operate a motor vehicle while the division is completing its investigation and determination of all facts relative to such applicant's right to receive an operator's license. Such permit must be in his immediate possession while operating a motor vehicle, and it shall be invalid when the applicant's license has been issued or for good cause has been refused.

History: En. Sec. 13, Ch. 267, L. 1947; amd. Sec. 1, Ch. 120, L. 1961; amd. Sec. 1, Ch. 55, L. 1969; amd. Sec. 1, Ch. 271, L. 1973; amd. Sec. 1, Ch. 19, L. 1974; R.C.M. 1947, 31-129.

61-5-107. Application for license, instruction permit, or motorcycle endorsement. (1) Every application for an instruction permit, operator's or chauffeur's license, or motorcycle endorsement shall be made upon a form furnished by the division. Every application shall be accompanied by the proper fee and payment of such fee shall entitle the applicant to not more than three attempts to pass the examination within a period of 6 months from the date of application.

(2) Every such application shall state the full name, date of birth, sex, and residence address of the applicant, and briefly describe the applicant, and shall state whether the applicant has theretofore been licensed as an operator or chauffeur, and, if so, when and by what state or country, and whether any such license has ever been suspended or revoked, or whether an application has ever been refused, and, if so, the date of and reason for such suspension, revocation, or refusal.

(3) Whenever application is received from an applicant previously licensed by any other jurisdiction, the division shall request a copy of such applicant's driving record from such previous licensing jurisdiction. When received, such driving records shall become a part of the driver's record in this state with the same force and effect as though entered on the driver's record in this state in the original instance.

History: En. Sec. 14, Ch. 267, L. 1947; amd. Sec. 1, Ch. 28, L. 1969; R.C.M. 1947, 31-130.

61-5-108. Application of minors. (1) The application of any person under the age of 18 years for an instruction permit or operator's license shall be signed and verified before a person authorized to administer oaths by both the father and mother of the applicant, if both are living and have custody of him, or by the surviving parent, or in the event neither parent is living or has custody, then by the person or guardian having such custody or by an employer of such minor, or in the event there is no guardian or employer then by some other responsible person who is willing to assume the obligation imposed under this chapter upon a person signing the application of a minor.

(2) Any negligence or willful misconduct of a minor under the age of 18 years when driving a motor vehicle upon a highway shall be imputed to a person who has signed the application of such minor for a permit or license, which person shall be jointly and severally liable with such minor for any damages caused by such negligence or willful misconduct, except as otherwise provided in subsection (3) of this section.

(3) In the event a minor deposits or there is deposited upon his behalf proof of financial responsibility in respect to the operation of a motor vehicle owned by him, or if not the owner of a motor vehicle, then with respect to the operation of any motor vehicle, in form and in amounts as required under the motor vehicle financial responsibility laws of this state, then the division may accept the application of such minor when signed by one parent or the guardian of such minor, and while such proof is maintained such parent or guardian shall not be subject to the liability imposed under subsection (2) of this section.

History: En. Sec. 15, Ch. 267, L. 1947; amd. Sec. 1, Ch. 140, L. 1961; R.C.M. 1947, 31-131.

61-5-109. Release from liability. Any person who has signed the application of a minor for a license may thereafter file with the division a verified written request that the license of said minor so granted be canceled. Thereupon the division shall cancel the license of said minor and the person who signed the application of such minor shall be relieved from the liability imposed under this chapter by reason of having signed such application on account of any subsequent negligence or willful misconduct of such minor in operating a motor vehicle.

History: En. Sec. 16, Ch. 267, L. 1947; R.C.M. 1947, 31-132.

61-5-110. Examination of applicants. The division shall examine every applicant for an operator's or chauffeur's license or motorcycle endorsement, except as otherwise provided in this section. Such examination shall include a test of the applicant's eyesight, his ability to read and understand highway signs regulating, warning, and directing traffic, his knowledge of the traffic laws of this state, and shall include an actual demonstration of ability to exercise ordinary and reasonable control in the operation of a motor vehicle or motorcycle. The division shall make provision for giving an examination either in the county where the applicant resides or at a place adjacent thereto reasonably convenient to the applicant within not more than 30 days from the date the application is received.

History: En. Sec. 18, Ch. 267, L. 1947; amd. Sec. 1, Ch. 408, L. 1975; R.C.M. 1947, 31-134(a).

61-5-111. Licenses issued to operators and chauffeurs — renewals and expiration thereof — fees. (1) The division shall have authority to appoint county treasurers and other qualified officers to act as its agents for the sale of drivers' licenses, and shall make necessary rules governing such sales. The division, upon payment of the fees specified in this section, (of which sum 5% shall be retained by the county treasurers for use of the county general fund) shall issue to every applicant qualifying therefor an operator's or chauffeur's license as applied for. Such licenses shall contain a photograph of such licensee in such size and form as may be prescribed by the division, a distinguishing number issued to the licensee, the full name, date of birth, resident address, and a brief description of the licensee, and either a facsimile of the signature of the licensee or a space upon which he shall write his signature in pen and ink immediately upon receipt of the license. No license shall be valid until it has been so signed by the licensee.

(2) The division shall, when any person applies for renewal of an operator's or chauffeur's license, test the applicant's eyesight, and may also in the division's discretion have such applicant demonstrate his physical ability to operate and to exercise ordinary and reasonable care in the operation of a motor vehicle. A person shall be deemed to have applied for renewal of a Montana operator's or chauffeur's license if such application is made within 3 months of the expiration of such license.

(3) Licenses issued shall expire on the anniversary of the date of birth of the licensee 4 years or less after the date of issue.

(4) Whenever the division issues an original license to a person under the age of 18 years, such license shall be designated and clearly marked as a "provisional license". Any license so designated and marked may be suspended by the division for a period of not more than 12 months, when its record discloses that the licensee, subsequent to the issuance of such license, has been guilty of careless or negligent driving. Upon renewal as applicable to operator's licenses, the division may for any reasonable cause, as shown by its records, designate the renewal of the license as provisional, otherwise a license in usual form shall be issued subject to other provisions of the laws of Montana.

(5) It shall be unlawful for any person to have in his possession or under his control more than one Montana operator's or chauffeur's license at any one time. Licenses shall not be valid for the operation of a motorcycle until the holder thereof has completed the requirements of 61-5-110 and the license has been clearly marked with the words "motorcycle endorsement".

(6) Fees for drivers' licenses shall be as follows:

(a) driver's license — $2 per year or fraction thereof;

(b) motorcycle endorsement — 50 cents per year or fraction thereof.

(7) The state treasurer shall deposit to the credit of the state general fund all moneys received by him from the collection of motor vehicle driver's license fees.

History: (1) thru (6)En. Sec. 19, Ch. 267, L. 1947; amd. Sec. 1, Ch. 135, L. 1951; amd. Sec. 1, Ch. 130, L. 1953; amd. Sec. 1, Ch. 249, L. 1961; amd. Sec. 1, Ch. 228, L. 1963; amd. Sec. 1, Ch. 23, L. 1967; amd. Sec. 1, Ch. 288, L. 1971; amd. Sec. 4, Ch. 423, L. 1971; amd. Sec. 1, Ch. 409, L. 1975; Sec. 31-135, R.C.M. 1947; (7)En. Sec. 13, Ch. 199, L. 1943; Sec. 31-113, R.C.M. 1947; R.C.M. 1947, 31-113, 31-135(part).

61-5-112. Classification of chauffeurs — special restrictions. (1) The division upon issuing a chauffeur's license shall indicate thereon the class of license so issued and shall appropriately examine each applicant according to the class of license applied for and may impose such rules for the exercise thereof as it may deem necessary for the safety and welfare of the traveling public.

(2) No person who is under the age of 18 years shall drive any school bus transporting school children or any motor vehicle when in use for the transportation of persons for compensation or in either event until he has been licensed as a chauffeur for either such purpose and the license so indicates. The division shall not issue a chauffeur's license for either such purpose unless the applicant has had at least 1 year of driving experience prior thereto and the division is fully satisfied as to the applicant's competency and fitness to be employed.

History: En. Sec. 12, Ch. 267, L. 1947; amd. Sec. 1, Ch. 26, L. 1969; amd. Sec. 15, Ch. 94, L. 1973; R.C.M. 1947, 31-128.

61-5-113. Restricted licenses. (1) The division upon issuing an operator's or chauffeur's license shall have authority whenever good cause appears to impose restrictions suitable to the licensee's driving ability with respect to the type of or special mechanical control devices required on a motor vehicle which the licensee may operate or such other restrictions applicable to the licensee as the division may determine to be appropriate to assure the safe operation of a motor vehicle by the licensee.

(2) The division may either issue a special restricted license or may set forth such restrictions upon the usual license form.

(3) The division may upon receiving satisfactory evidence of any violation of the restrictions of such license suspend or revoke the same but the licensee shall be entitled to a hearing as upon suspension or revocation under this chapter.

(4) It is a misdemeanor for any person to operate a motor vehicle in any manner in violation of the restrictions imposed in a restricted license issued to him.

History: En. Sec. 21, Ch. 267, L. 1947; R.C.M. 1947, 31-137.

61-5-114. Duplicate certificates. In the event that an instruction permit or operator's or chauffeur's license issued under the provisions of this chapter is lost or destroyed, the person to whom the same was issued may upon the payment of a fee of $1 obtain a duplicate or substitute thereof, upon furnishing proof satisfactory to the division that such permit or license has been lost or destroyed.

History: En. Sec. 22, Ch. 267, L. 1947; amd. Sec. 1, Ch. 36, L. 1953; amd. Sec. 16, Ch. 121, L. 1965; R.C.M. 1947, 31-138.

61-5-115. Notice of change of address or name. Whenever any person after applying for or receiving an operator's or chauffeur's license shall move from the address named in such application or in the license issued to him or when the name of a licensee is changed by marriage or otherwise such person shall within 10 days thereafter notify the division in writing of his old and new addresses or of such former and new names and of the number of any license then held by him.

History: En. Sec. 24, Ch. 267, L. 1947; R.C.M. 1947, 31-140.

61-5-116. License to be carried and exhibited on demand. Every licensee shall have his operator's or chauffeur's license in his immediate possession at all times when operating a motor vehicle and shall display the same upon demand of a justice of the peace, a peace officer, a highway patrolman, or a field deputy or inspector of the division. However, no person charged with violating this section shall be convicted if he produces in court or the office of the arresting officer an operator's or chauffeur's license theretofore issued to him and valid at the time of his arrest.

History: En. Sec. 20, Ch. 267, L. 1947; R.C.M. 1947, 31-136.

Part 2

Revocation, Suspension, or Cancellation of Licenses

61-5-201. Authority of division to cancel licenses. (1) The division is hereby authorized to cancel any operator's or chauffeur's license upon determining that the licensee was not entitled to the issuance thereof hereunder or that since the issuance thereof said licensee has become ineligible (such ineligibility shall be determined pursuant to the provisions of 61-5-105) or that said licensee failed to give the required or correct information in his application or committed any fraud in making such application.

(2) Upon such cancellation, the licensee must surrender the license so canceled to the division.

History: En. Sec. 26, Ch. 267, L. 1947; amd. Sec. 1, Ch. 219, L. 1973; R.C.M. 1947, 31-142.

61-5-202. Cancellation of license upon death of person signing minor's application. The division upon receipt of satisfactory evidence of the death of the persons who signed the application of a minor for a license shall cancel such license and shall not issue a new license until such time as a new application, duly signed and verified, is made as required by this chapter. This provision shall not apply in the event the minor has attained the age of 18 years.

History: En. Sec. 17, Ch. 267, L. 1947; R.C.M. 1947, 31-133.

61-5-203. Suspending privileges of nonresidents. The privilege of driving a motor vehicle on the highways of this state given to a nonresident hereunder shall be subject to suspension or revocation by the division in like manner and for like causes as an operator's or chauffeur's license issued hereunder may be suspended or revoked.

History: En. Sec. 27, Ch. 267, L. 1947; R.C.M. 1947, 31-143(a).

61-5-204. Suspending resident's license upon conviction in another state. The division is authorized to suspend or revoke the license of any resident of this state or the privilege of a nonresident to drive a motor vehicle in this state upon receiving notice of the conviction of such person in another state of an offense therein which, if committed in this state, would be grounds for the suspension or revocation of the license of an operator or chauffeur.

History: En. Sec. 28, Ch. 267, L. 1947; R.C.M. 1947, 31-144.

61-5-205. Mandatory revocation of license upon proper authority. The division upon proper authority shall revoke the license or operating privilege of any operator or chauffeur upon receiving a record of such operator's or chauffeur's conviction or forfeiture of bail not vacated of any of the following offenses, when such conviction or forfeiture has become final:

(1) negligent homicide resulting from the operation of a motor vehicle;

(2) driving a motor vehicle while under the influence of alcohol or narcotic drug, or willfully or knowingly under the influence of any other drug to a degree which renders him incapable of safely driving a motor vehicle, or a combination thereof except as provided in 61-5-208;

(3) any felony in the commission of which a motor vehicle is used;

(4) failure to stop and render aid as required under the laws of this state in the event of a motor vehicle accident resulting in the death or personal injury of another;

(5) perjury or the making of a false affidavit or statement under oath to the division under this chapter or under any other law relating to the ownership or operation of motor vehicles;

(6) conviction or forfeiture of bail not vacated, upon three charges of reckless driving committed within a period of 12 months.

History: En. Sec. 30, Ch. 267, L. 1947; amd. Sec. 1, Ch. 192, L. 1957; amd. Sec. 1, Ch. 125, L. 1961; amd. Sec. 2, Ch. 155, L. 1969; amd. Sec. 47, Ch. 359, L. 1977; amd. Sec. 2, Ch. 430, L. 1977; R.C.M. 1947, 31-146.

61-5-206. Authority of division to suspend license or driving privilege or issue probationary license. (1) The division is hereby authorized to suspend the license or driving privilege of an operator or chauffeur without preliminary hearing upon a showing by its records or other sufficient evidence that the licensee:

(a) has been involved as a driver in any accident resulting in the death or personal injury of another or serious property damage;

(b) has been convicted with such frequency of serious offenses against traffic regulations governing the movement of vehicles as to indicate a disrespect for traffic laws and a disregard for the safety of other persons on the highways;

(c) is an habitually reckless or negligent driver of a motor vehicle;

(d) is incompetent to drive a motor vehicle;

(e) has permitted an unlawful or fraudulent use of such license as specified in 61-5-302;

(f) has committed an offense in another state which if committed in this state would be grounds for suspension or revocation; or

(g) has falsified his date of birth on his application for a driver's license.

(2) However, the division may, in its discretion, and in lieu of such suspension of license or driving privilege, issue a probationary license to an operator or chauffeur, without preliminary hearing, upon a showing by its records or other sufficient evidence that the licensee's driving record is such as would authorize suspension as provided in subsection (1) hereof. Upon issuance of a probationary license the licensee shall be subject to the restrictions set forth thereon. The licensee's driving privilege may be suspended upon conviction or forfeiture of bail not vacated of any traffic violation during the period of such probation. The licensee shall surrender to the division all driver licenses theretofore issued to him before such probationary license shall be issued. His refusal or neglect to surrender such licenses, upon demand, shall be ground for suspending all such licenses. Probationary licenses may be issued for a period not to exceed 12 months.

(3) Upon suspending the license of any person or upon placing such person on probation, as hereinbefore in this section authorized, the division shall immediately notify the licensee in writing and upon his request shall afford him an opportunity for a hearing as early as practical within not to exceed 20 days after receipt of such request in the county wherein the licensee resides unless the division and the licensee agree that such hearing may be held in some other county. Upon such hearing the division through its duly authorized agent may administer oaths and may issue subpoenas for the attendance of witnesses and the production of relevant books and papers and may require a reexamination of the licensee. Upon such hearing the division shall either rescind its order of suspension or probation, or, good cause appearing therefor, may affirm, reduce, or extend the period of probation or suspension of such license.

History: En. Sec. 31, Ch. 267, L. 1947; amd. Sec. 1, Ch. 101, L. 1961; amd. Sec. 1, Ch. 137, L. 1969; R.C.M. 1947, 31-147.

61-5-207. Reexamination — when required. The division having good cause to believe that a licensed operator or chauffeur is incompetent or otherwise not qualified to be licensed, may upon written notice of at least 5 days to the licensee require him to submit to an examination. Upon the conclusion of such examination the division shall take action as may be appropriate and may suspend or revoke the license of such person or permit him to retain such license, or may issue a license subject to restrictions as permitted under 61-5-113. Refusal or neglect of the licensee to submit to such examination shall be ground for suspension or revocation of his license.

History: En. Sec. 32, Ch. 267, L. 1947; R.C.M. 1947, 31-148.

61-5-208. Period of suspension or revocation. (1) The division may not suspend or revoke a driver's license or privilege to drive a motor vehicle on the public highways for a period of more than 1 year, except as permitted under 61-5-207, 61-5-212, 61-6-122, and 61-11-211.

(2) Any person whose license or privilege to drive a motor vehicle on the public highways has been suspended or revoked shall not be entitled to have such license or privilege renewed or restored unless the revocation was for a cause which has

been removed, except that after the expiration of the period of such revocation or suspension such person may make application for a new license as provided by law, but the division may not then issue a new license unless and until it is satisfied after investigation of character, habits, and driving ability of such person that it will be safe to grant the privilege of driving a motor vehicle on the public highways. Provided, however, when any person is convicted or forfeits bail or collateral not vacated for the offense of operating or being in actual physical control of a motor vehicle while under the influence of alcohol or narcotic drug, or knowingly or willingly under the influence of any other drug to a degree which renders him incapable of safely driving a motor vehicle or a combination thereof, the division shall, upon receiving a report of such conviction or forfeiture of bail or collateral not vacated, suspend the license or driving privilege of such person for a period of 6 months. Upon receiving a report of a conviction or forfeiture of bail or collateral for a second, third, or subsequent offense within 5 years of the first offense, the division shall revoke the license or driving privilege of such person for a period of 1 year.

(3) The revocation period for all revocations made mandatory by 61-5-205 shall be 1 year except as provided in subsection (2) of this section.

(4) The period of revocation for any person convicted of any offense which makes mandatory the revocation of the operator's or chauffeur's license shall commence from date of conviction or forfeiture of bail.

History: (1) thru (3)En. Sec. 33, Ch. 267, L. 1947; amd. Sec. 1, Ch. 126, L. 1957; amd. Sec. 1, Ch. 161, L. 1961; amd. Sec. 1, Ch. 339, L. 1969; amd. Sec. 4, Ch. 430, L. 1977; Sec. 31-149, R.C.M. 1947; (4)En. Sec. 29, Ch. 267, L. 1947; amd. Sec. 1, Ch. 165, L. 1957; amd. Sec. 1, Ch. 27, L. 1961; amd. Sec. 1, Ch. 386, L. 1973; amd. Sec. 3, Ch. 430, L. 1977; Sec. 31-145, R.C.M. 1947; R.C.M. 1947, 31-145(d), 31-149.

61-5-209. Surrender and return of license. The division upon suspending or revoking a license shall require that such license shall be surrendered to and be retained by the division except that at the end of the period of suspension such license so surrendered shall be returned to the licensee.

History: En. Sec. 34, Ch. 267, L. 1947; R.C.M. 1947, 31-150.

61-5-210. No operation under foreign license during suspension or revocation in this state. Any resident or nonresident whose operator's or chauffeur's license or right or privilege to operate a motor vehicle in this state has been suspended or revoked as provided in this chapter shall not operate a motor vehicle in this state under a license, permit, or registration certificate issued by any other jurisdiction or otherwise during such suspension or after such revocation until a new license is obtained when and as permitted under this chapter.

History: En. Sec. 35, Ch. 267, L. 1947; R.C.M. 1947, 31-151.

61-5-211. Right of appeal to court. Any person denied a license or whose license had been canceled, suspended, or revoked by the division except where such cancellation or revocation is mandatory under the provisions of this chapter shall have the right to file a petition within 30 days thereafter for a hearing in the matter in the district court in the county wherein such person shall reside. Such court is hereby vested with jurisdiction and it shall be its duty to set the matter for hearing upon 30 days' written notice to the division, and thereupon to take testimony and examine into the facts of the case and to determine whether the petitioner is entitled to a license or is subject to suspension, cancellation, or revocation of license under the provisions of this chapter.

History: En. Sec. 36, Ch. 267, L. 1947; R.C.M. 1947, 31-152.

61-5-212. Driving while license suspended or revoked — penalty. (1) Any person who drives a motor vehicle on any public highway of this state at a time when his privilege so to do is suspended or revoked shall be guilty of a misdemeanor and upon conviction shall be punished by imprisonment for not less than 2 days or more than 6 months and there may be imposed in addition thereto a fine of not more than $500.

(2) The division upon receiving a record of the conviction of any person under this section upon a charge of driving a vehicle while the license of such person was suspended or revoked shall extend the period of such suspension or revocation for an additional like period.

History: En. Sec. 39, Ch. 267, L. 1947; amd. Sec. 1, Ch. 84, L. 1959; R.C.M. 1947, 31-155.

61-5-213. Conviction defined. For the purposes of parts 1 through 3 of this chapter and 61-11-101 and 61-11-102 the term "conviction" shall mean a final conviction. Also, a forfeiture of bail or collateral deposited to secure a defendant's appearance in court, which forfeiture has not been vacated, shall be equivalent to a conviction.

History: En. Sec. 29, Ch. 267, L. 1947; amd. Sec. 1, Ch. 165, L. 1957; amd. Sec. 1, Ch. 27, L. 1961; amd. Sec. 1, Ch. 386, L. 1973; amd. Sec. 3, Ch. 430, L. 1977; R.C.M. 1947, 31-145(c).

Part 3

Miscellaneous Provisions

61-5-301. Indication on driver's license of intent to make anatomical gift. The department of justice shall provide on each operator's or chauffeur's license a space for indicating when the licensee has executed a document under 72-17-204 of intent to make a gift of all or part of his body under the Uniform Anatomical Gift Act. The department shall also furnish the licensee a means of revoking the document of gift upon the license.

History: En. 31-135.1 by Sec. 1, Ch. 28, L. 1977; R.C.M. 1947, 31-135.1.

61-5-302. Unlawful use of license. It is a misdemeanor for any person to:

(1) display or cause or permit to be displayed or have in his possession any canceled, revoked, suspended, fictitious, or altered operator's or chauffeur's license;

(2) lend his operator's or chauffeur's license to any other person or knowingly permit the use thereof by another;

(3) display or represent as one's own any operator's or chauffeur's license not issued to him;

(4) fail or refuse to surrender to the division upon its lawful demand any operator's or chauffeur's license which has been suspended, revoked, or canceled;

(5) use a false or fictitious name in any application for an operator's or chauffeur's license or knowingly make a false statement or knowingly conceal a material fact or otherwise commit a fraud in any such application;

(6) permit any unlawful use of an operator's or chauffeur's license issued to him; or

(7) do any act forbidden or fail to perform any act required by parts 1 through 3 of this chapter and 61-11-101.

History: En. Sec. 37, Ch. 267, L. 1947; amd. Sec. 1, Ch. 70, L. 1961; R.C.M. 1947, 31-153.

61-5-303. Making false affidavit perjury. Any person who makes any false affidavit, or knowingly swears or affirms falsely to any matter or thing required by the terms of parts 1 through 3 of this chapter to be sworn to or affirmed, is guilty of perjury and upon conviction shall be punishable by fine or imprisonment as other persons committing perjury are punishable.

History: En. Sec. 38, Ch. 267, L. 1947; R.C.M. 1947, 31-154.

61-5-304. Permitting unauthorized minor to drive. No person shall cause or knowingly permit his child or ward under the age of 18 years to drive a motor vehicle upon any highway when such minor is not authorized hereunder or in violation of any of the provisions of parts 1 through 3 of this chapter.

History: En. Sec. 40, Ch. 267, L. 1947; R.C.M. 1947, 31-156.

61-5-305. Employing unlicensed chauffeur. No person shall employ as a chauffeur of a motor vehicle any person not then licensed as provided by this chapter.

History: En. Sec. 41, Ch. 267, L. 1947; R.C.M. 1947, 31-157.

61-5-306. Renting motor vehicle to another. (1) No person shall rent a motor vehicle to any other person unless the latter person is then duly licensed hereunder or, in the case of a nonresident, then duly licensed under the laws of the state or country of his residence except a nonresident whose home state or country does not require that an operator be licensed.

(2) No person shall rent a motor vehicle to another until he has inspected the operator's or chauffeur's license of the person to whom the vehicle is to be rented and compared and verified the signature thereon with the signature of such person written in his presence.

(3) Every person renting a motor vehicle to another shall keep a record of the registration number of the motor vehicle so rented, the name and address of the person to whom the vehicle is rented, the number of the license of said latter person, and the date and place when and where said license was issued. Such record shall be open to inspection by any police officer or officer or employee of the division.

History: En. Sec. 42, Ch. 267, L. 1947; R.C.M. 1947, 31-158.

61-5-307. Penalty for misdemeanor. (1) It is a misdemeanor for any person to violate any of the provisions of parts 1 through 3 of this chapter and 61-11-101 unless such violation is by this chapter or other law of this state declared to be a felony.

(2) Unless another penalty is in this chapter or by the laws of this state provided, every person convicted of a misdemeanor for the violation of any provision of parts 1 through 3 of this chapter and 61-11-101 shall be punished by a fine of not more than $500 or by imprisonment for not more than 6 months or by both such fine and imprisonment.

History: En. Sec. 43, Ch. 267, L. 1947; R.C.M. 1947, 31-159.

61-5-308. Uniformity of interpretation. Parts 1 through 3 of this chapter and 61-11-101 and 61-11-102 shall be so interpreted and construed as to effectuate their general purpose to make uniform the law of those states which enact them.

History: En. Sec. 44, Ch. 267, L. 1947; R.C.M. 1947, 31-160.

Part 4

Driver License Compact

61-5-401. Driver License Compact. This part shall be known and may be cited as the "Driver License Compact".

Article I. Findings and Declaration of Policy

(1) The party states find that:

(a) the safety of their streets and highways is materially affected by the degree of compliance with state laws and local ordinances relating to the operation of motor vehicles;

(b) violation of such a law or ordinance is evidence that the violator engages in conduct which is likely to endanger the safety of persons and property;

(c) the continuance in force of a license to drive is predicated upon compliance with laws and ordinances relating to the operation of motor vehicles in whichever jurisdiction the vehicle is operated.

(2) It is the policy of each of the party states to:

(a) promote compliance with the laws, ordinances, and administrative rules relating to the operation of motor vehicles by their operators in each of the jurisdictions where such operators drive motor vehicles;

(b) make the reciprocal recognition of licenses to drive and eligibility therefor more just and equitable by considering the overall compliance with motor vehicle laws, ordinances, and administrative rules as a condition precedent to the continuance or issuance of any license by reason of which the licensee is authorized or permitted to operate a motor vehicle in any of the party states.

Article II. Definitions

As used in this compact:

(1) "state" means a state, territory, or possession of the United States, the District of Columbia, or the Commonwealth of Puerto Rico;

(2) "home state" means the state which has issued and has the power to suspend or revoke the use of the license or permit to operate a motor vehicle;

(3) "conviction" means a conviction of any offense related to the use or operation of a motor vehicle which is prohibited by state law, municipal ordinance, or administrative rule, or a forfeiture of bail, bond, or other security deposited to secure appearance by a person charged with having committed any such offense, and which conviction or forfeiture is required to be reported to the licensing authority.

Article III. Reports of Conviction

The licensing authority of a party state shall report each conviction of a person from another party state occurring within its jurisdiction to the licensing authority of the home state of the licensee. Such report shall clearly identify the person convicted; describe the violation specifying the section of the statute, code, or ordinance violated; identify the court in which action was taken; indicate whether a plea of guilty or not guilty was entered or the conviction was a result of the forfeiture of bail, bond, or other security; and include any special findings made in connection therewith.

Article IV. Effect of Conviction

(1) The licensing authority in the home state, for the purposes of suspension, revocation, or limitation of the license to operate a motor vehicle, shall give the same effect to the conduct reported, pursuant to Article III of this compact, as it

would if such conduct had occurred in the home state, in the case of convictions for:

(a) manslaughter or negligent homicide resulting from the operation of a motor vehicle;

(b) driving a motor vehicle while under the influence of intoxicating liquor or a narcotic drug, or under the influence of any other drug to a degree which renders the driver incapable of safely driving a motor vehicle;

(c) any felony in the commission of which a motor vehicle is used;

(d) failure to stop and render aid in the event of a motor vehicle accident resulting in the death or personal injury of another.

(2) As to other convictions, reported pursuant to Article III, the licensing authority in the home state shall give such effect to the conduct as is provided by the laws of the home state.

(3) If the laws of a party state do not provide for offenses or violations denominated or described in precisely the words employed in subdivision (1) of this article, such party state shall construe the denominations and descriptions appearing in subdivision (1) hereof as being applicable to and identifying those offenses or violations of a substantially similar nature, and the laws of such party state shall contain such provisions as may be necessary to ensure that full force and effect is given to this article.

Article V. Applications for New Licenses

Upon application for a license to drive, the licensing authority in a party state shall ascertain whether the applicant has ever held, or is the holder of a license to drive issued by any other party state. The licensing authority in the state where application is made shall not issue a license to drive to the applicant if:

(1) the applicant has held such a license, but the same has been suspended by reason, in whole or in part, of a violation and if such suspension period has not terminated;

(2) the applicant has held such a license, but the same has been revoked by reason, in whole or in part, of a violation and if such revocation has not terminated, except that after the expiration of 1 year from the date the license was revoked, such person may make application for a new license if permitted by law. The licensing authority may refuse to issue a license to any such applicant if, after investigation, the licensing authority determines that it will not be safe to grant to such person the privilege of driving a motor vehicle on the public highways.

(3) the applicant is the holder of a license to drive issued by another party state and currently in force unless the applicant surrenders such license.

Article VI. Applicability of Other Laws

Except as expressly required by provisions of this compact, nothing contained herein shall be construed to affect the right of any party state to apply any of its other laws relating to licenses to drive to any person or circumstance or to invalidate or prevent any driver license agreement or other cooperative arrangement between a party state and a nonparty state.

Article VII. Compact Administrator and Interchange of Information

(1) The head of the licensing authority of each party state shall be the administrator of this compact for his state. The administrators, acting jointly, shall have the power to formulate all necessary and proper procedures for the exchange of information under this compact.

(2) The administrator of each party state shall furnish to the administrator of each other party state any information or documents reasonably necessary to facilitate the administration of this compact.

Article VIII. Entry Into Force and Withdrawal

(1) This compact shall enter into force and become effective as to any state when it has enacted the same into law.

(2) Any party state may withdraw from this compact by enacting a statute repealing the same, but no such withdrawal shall take effect until 6 months after the executive head of the withdrawing state has given notice of the withdrawal to the executive heads of all other party states. No withdrawal shall affect the validity or applicability by the licensing authorities of states remaining party to the compact of any report of conviction occurring prior to the withdrawal.

Article IX. Construction and Severability

This compact shall be liberally construed so as to effectuate the purposes thereof. The provisions of this compact shall be severable and if any phrase, clause, sentence, or provision of this compact is declared to be contrary to the constitution of any party state or of the United States or the applicability thereof to any government, agency, person, or circumstance is held invalid, the validity of the remainder of this compact and the applicability thereof to any government, agency, person, or circumstance shall not be affected thereby. If this compact shall be held contrary to the constitution of any state party thereto, the compact shall remain in full force and effect as to the remaining states and in full force and effect as to the state affected as to all severable matters.

History: En. Sec. 1, Ch. 154, L. 1963; R.C.M. 1947, 31-163.

61-5-402. Division as licensing authority — information and documents to be furnished. As used in the compact, the term "licensing authority" with reference to this state shall mean the division of motor vehicles. Said division shall furnish to the appropriate authorities of any other party state any information or documents reasonably necessary to facilitate the administration of Articles III, IV, and V of the compact.

History: En. Sec. 2, Ch. 154, L. 1963; R.C.M. 1947, 31-164.

61-5-403. Reimbursement of compact administrator. The compact administrator provided for in Article VII of the compact shall not be entitled to any additional compensation on account of his service as such administrator but shall be entitled to expenses incurred in connection with his duties and responsibilities as such administrator in the same manner as for expenses incurred in connection with any other duties or responsibilities of his office or employment.

History: En. Sec. 3, Ch. 154, L. 1963; R.C.M. 1947, 31-165.

61-5-404. Governor as executive head. As used in the compact, with reference to this state, the term "executive head" shall mean the governor.

History: En. Sec. 4, Ch. 154, L. 1963; R.C.M. 1947, 31-166.

61-5-405. Offenses furnishing ground for suspension or revocation of license. (1) Items enumerated in Article IV(1), subsections (a), (b), (c), and (d) of 61-5-401 refer specifically to 45-5-103, 61-8-401, 45-2-101(15), and 61-7-103, respectively.

(2) In addition to convictions mentioned above the division, for the purpose of suspension, revocation, or limitation of the license to operate a motor vehicle, shall give the same effect to the conduct reported as it would if such conduct had occurred in this state for:

(a) convictions of perjury or the making of a false affidavit relating to the ownership or operation of a motor vehicle (61-5-303); and

(b) three convictions of reckless driving committed within a period of 12 months (61-8-301).

History: En. Sec. 6, Ch. 154, L. 1963; R.C.M. 1947, 31-168.

61-5-406. Review of administrative actions. Any act or omission of any official or employee of this state done or omitted pursuant to, or in enforcing, the provisions of the Driver License Compact shall be subject to review pursuant to the provisions of 61-5-211, but any review of the validity of any conviction reported pursuant to the compact shall be limited to establishing the identity of the person so convicted.

History: En. Sec. 8, Ch. 154, L. 1963; R.C.M. 1947, 31-169.

CHAPTER 6

RESPONSIBILITY OF VEHICLE USERS AND OWNERS

Part 1 — Financial Responsibility

Section
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Part 2 — Liability of Vehicle Owner

61-6-201. Liability of owner for negligence of employee driver.

Part 1

Financial Responsibility

61-6-101. Short title. This part may be cited as the "Motor Vehicle Safety-Responsibility Act".

History: En. Sec. 41, Ch. 204, L. 1951; R.C.M. 1947, 53-457.

61-6-102. Definitions. The following words and phrases, when used in this part shall, for the purposes of this part, have the meanings respectively ascribed to them in this section, except in those instances where the context clearly indicates a different meaning:

(1) "Judgment" means any judgment that shall have become final by expiration without appeal of the time within which an appeal might have been perfected, or by final affirmation on appeal, rendered by a court of competent jurisdiction of any state or of the United States, upon a cause of action arising out of the ownership, maintenance, or use of any motor vehicle, for damages, including damages for care and loss of services, because of bodily injury to or death of any person, or for damages because of injury to or destruction of property, including the loss of use thereof, or upon a cause of action on an agreement of settlement for such damages.

(2) "License" means any license, temporary instruction permit or temporary license issued under the laws of this state pertaining to the licensing of persons to operate motor vehicles.

(3) "Nonresident's operating privilege" means the privilege conferred upon a nonresident by the laws of this state pertaining to the operation by him of a motor vehicle, or the use of a motor vehicle owned by him, in this state.

(4) "Proof of financial responsibility" means proof of ability to respond in damages for liability, on account of accidents occurring subsequent to the effective date of said proof, arising out of the ownership, maintenance or use of a motor vehicle, in the amount of $10,000 because of bodily injury to or death of one person in any one accident and, subject to said limit for one person, in the amount of $20,000 because of bodily injury to or death of two or more persons in any one accident, and in the amount of $5,000 because of injury to or destruction of property of others in any one accident.

(5) "State" means any state, territory, or possession of the United States, the District of Columbia, or any province of the Dominion of Canada.

History: En. Sec. 1, Ch. 204, L. 1951; amd. Sec. 1, Ch. 30, L. 1967; R.C.M. 1947, 53-418(part).

61-6-103. Motor vehicle liability policy defined. (1) A "motor vehicle liability policy" as said term is used in this part shall mean an owner's or operator's policy of liability insurance, certified as provided in 61-6-133 or 61-6-134 as proof of financial responsibility and issued, except as otherwise provided in 61-6-134, by an insurance carrier duly authorized to transact business in this state, to or for the benefit of the person named therein as insured.

(2) Such owner's policy of liability insurance shall:

(a) designate by explicit description or by appropriate reference all motor vehicles with respect to which coverage is thereby to be granted; and

(b) insure the person named therein and any other person, as insured, using any such motor vehicle or motor vehicles with the express or implied permission of such named insured, against loss from the liability imposed by law for damages arising out of the ownership, maintenance, or use of such motor vehicle or motor vehicles within the United States of America or the Dominion of Canada, subject to limits exclusive of interest and costs, with respect to each such motor vehicle, as follows:

(i) $25,000 because of bodily injury to or death of one person in any one accident and subject to said limit for one person;

(ii) $50,000 because of bodily injury to or death of two or more persons in any one accident; and

(iii) $5,000 because of injury to or destruction of property of others in any one accident.

(3) Such operator's policy of liability insurance shall insure the person named as insured therein against loss from the liability imposed upon him by law for damages arising out of the use by him of any motor vehicle not owned by him, within the same territorial limits and subject to the same limits of liability as are set forth above with respect to an owner's policy of liability insurance.

(4) Such motor vehicle liability policy shall state the name and address of the named insured, the coverage afforded by the policy, the premium charged therefor, the policy period, and the limits of liability and shall contain an agreement or be endorsed that insurance is provided thereunder in accordance with the coverage defined in this part as respects bodily injury and death or property damage, or both, and is subject to all the provisions of this part.

(5) Such motor vehicle liability policy need not insure any liability under any workers' compensation law or any liability on account of bodily injury to or death of an employee of the insured while engaged in the employment, other than domestic, of the insured or while engaged in the operation, maintenance, or repair of any such motor vehicle or any liability for damage to property owned by, rented to, in charge of, or transported by the insured.

(6) Every motor vehicle liability policy shall be subject to the following provisions which need not be contained therein:

(a) The liability of the insurance carrier with respect to the insurance required by this part shall become absolute whenever injury or damage covered by said motor vehicle liability policy occurs. Said policy may not be canceled or annulled as to such liability by any agreement between the insurance carrier and the insured after the occurrence of the injury or damage. No statement made by the insured or on his behalf and no violation of said policy shall defeat or void said policy.

(b) The satisfaction by the insured of a judgment for such injury or damage shall not be a condition precedent to the right or duty of the insurance carrier to make payment on account of such injury or damage.

(c) The insurance carrier shall have the right to settle any claim covered by the policy, and if such settlement is made in good faith, the amount thereof shall be deductible from the limits of liability specified in subsection (2)(b) of this section.

(d) The policy, the written application therefor, if any, and any rider or endorsement which does not conflict with the provisions of the part shall constitute the entire contract between the parties.

(7) No motor vehicle policy shall be subject to cancellation, termination, or premium increase, due to injury or damage incurred by the insured or operator unless the insured or operator be found to have violated a traffic law or ordinance of the state or a city, be found negligent or contributorily negligent in a court of law, or by the arbitration proceedings contained in chapter 5 of Title 27, or pays damages to another party whether by settlement or otherwise. In no event may a premium be increased during the term of the policy unless there is a change in exposure.

(8) Any policy which grants the coverage required for a motor vehicle liability policy may also grant any lawful coverage in excess of or in addition to the coverage specified for a motor vehicle liability policy and such excess or additional cov-

erage shall not be subject to the provisions of this part. With respect to a policy which grants such excess or additional coverage the term "motor vehicle liability policy" shall apply only to that part of the coverage which is required by this section.

(9) Any motor vehicle liability policy may provide that the insured shall reimburse the insurance carrier for any payment the insurance carrier would not have been obligated to make under the terms of the policy except for the provisions of this part.

(10) Any motor vehicle liability policy may provide for the prorating of the insurance thereunder with other valid and collectable insurance.

(11) The requirements for a motor vehicle liability policy may be fulfilled by the policies of one or more insurance carriers which policies together meet such requirements.

(12) Any binder issued pending the issuance of a motor vehicle liability policy shall be deemed to fulfill the requirements for such a policy.

(13) A reduced limits endorsement shall not be issued by any company to be attached to any policy issued in compliance with this section.

History: En. Sec. 21, Ch. 204, L. 1951; amd. Sec. 4, Ch. 30, L. 1967; amd. Sec. 1, Ch. 177, L. 1973; amd. Sec. 1, Ch. 260, L. 1973; amd. Sec. 1, Ch. 295, L. 1974; amd. Sec. 1, Ch. 526, L. 1975; R.C.M. 1947, 53-438.

61-6-104. Uniformity of interpretation. This part shall be so interpreted and construed as to effectuate its general purpose to make uniform the laws of those states which enact it.

History: En. Sec. 39, Ch. 204, L. 1951; R.C.M. 1947, 53-456.

61-6-105. Division to administer law and make rules. (1) The division shall administer and enforce the provisions of this part and may make rules necessary for its administration and may provide for hearings upon request of persons aggrieved by orders or acts of the division under the provisions of this part.

(2) An executive assistant to the chief shall be appointed by the division subject to and in accordance with [31-105 and 31-106] who shall be vested with full power and authority to act for and on behalf of the chief in the administration of this part; and who shall perform such other and further duties as shall be prescribed by the division. The salary of the executive assistant shall be the same as that of a captain.

History: En. Sec. 2, Ch. 204, L. 1951; amd. Sec. 1, Ch. 164, L. 1957; R.C.M. 1947, 53-419(a), (b).

61-6-106. Appeal to court. (1) At any time within 60 days after the rendition of any decision or order by the division under the provisions of this part, any party in interest may appeal to the district court of the judicial district of the state of Montana, in and for any county wherein any party in interest may reside or in which any party in interest which is a corporation may have its principal office, or place of business, and said appeal may be for the purpose of having the lawfulness of any order, decision, or act of the division inquired into and determined. The court shall determine whether the filing of an appeal shall operate as a stay of any order or decision of the division.

(2) Said appeal shall be taken by serving a written notice of said appeal upon the division, which said service shall be made by delivering a copy of such notice to the division and filing the original thereof with the clerk of the court to which said appeal is taken. A copy of such notice must also be served upon all other parties in interest, if there be any, by mailing the same to said parties in interest to

such addresses of such parties as such parties shall have left with the division. If such parties shall have left no address with the division, then no service on such parties shall be required. The order of filing and service of said notice is immaterial.

(3) Immediately upon service upon said division of said notice, the division shall certify to said district court a complete record of all proceedings had by it with reference to the decision, order, or act appealed from, together with all official forms or documents in the possession of said division pertaining to said decision, order, or act and all correspondence and other written matter in the possession of said division pertaining to said decision, order, or act, with the clerk of the district court.

(4) Immediately upon the return of such certified matter, the district court shall fix a day for the hearing of said appeal and shall cause notice to be served upon the division and upon the appellant and also upon any other parties in interest upon whom service was required under the provisions of this section. The court may upon the hearing for a good cause shown permit evidence in addition to the matter certified by the division to the court, but in the absence of such permission from the court, the cause shall be heard on the matter certified to the court by the division. The trial of the matter shall be de novo, without a jury, and upon such trial the court shall determine whether or not the division regularly pursued its authority, whether or not the findings of the division ought to be sustained, and whether or not such findings are reasonable under all circumstances of the case. The division and each party in interest shall have the right to appear in the proceeding.

(5) If the court shall find from such trial, as aforesaid, that the findings and conclusions of the division are not in accordance with either the facts or the law or that they ought to be other or different from those made by the division or that any finding and conclusion or any decision, order, act, rule, or requirement of the division is unreasonable, the court shall set aside such finding, conclusion, decision, order, act, rule, or requirement of said division or shall modify or change the same as law and justice shall require, and the court shall also make and enter any finding, conclusion, order, or judgment that shall be required or shall be legal and proper in the premises. Either the division or the appellant or any other party in interest, if there be any, may appeal to the supreme court from any final order, judgment, or decree of said district court, which said appeal shall be taken in like manner as appeals are now taken in other civil actions to the supreme court.

(6) Upon such appeal, the supreme court shall make such orders in reference to a stay of proceedings as it finds to be just in the premises and may stay the operation of any order, judgment, or decree of said district court without requiring any bond or undertaking from the applicant for such stay. When any such cause is so appealed, it shall have precedence upon the calendar of said supreme court upon the record made in said district court and upon the matters certified to or which ought to have been certified by said division to said district court, and judgment and decree shall be entered therein as expeditiously as possible.

History: En. Sec. 2, Ch. 204, L. 1951; amd. Sec. 1, Ch. 164, L. 1957; R.C.M. 1947, 53-419(c).

61-6-107. Division to furnish operating record. The division shall upon request furnish any person a certified abstract of the operating record of any person subject to the provisions of this part, which abstract shall also fully designate the motor vehicles, if any, registered in the name of such person and if there shall be no record of any conviction of such person of violating any law relating to the operation of a motor vehicle or of any injury or damage caused by such person, the division shall so certify. A fee of $2 shall be paid for said certified abstract.

History: En. Sec. 3, Ch. 204, L. 1951; amd. Sec. 17, Ch. 121, L. 1965; amd. Sec. 1, Ch. 381, L. 1971; R.C.M. 1947, 53-420.

61-6-108. Matters not to be evidence in civil suits. Neither the action taken by the division pursuant to this part nor the findings, if any, of the division upon which such action is based shall be referred to in any way or be any evidence of the negligence or due care of either party at the trial of any action at law to recover damages.

History: En. Sec. 11, Ch. 204, L. 1951; amd. Sec. 1, Ch. 184, L. 1974; R.C.M. 1947, 53-428.

61-6-109. Exceptions. This part shall not apply with respect to any motor vehicle owned by the United States, this state, or any political subdivision of this state or any municipality therein; or, except for 61-6-139, with respect to any motor vehicle which is subject to the provisions of 69-12-402, requiring insurance or other security.

History: En. Sec. 33, Ch. 204, L. 1951; amd. Sec. 3, Ch. 184, L. 1974; R.C.M. 1947, 53-450.

61-6-110. Other relief not precluded. Nothing in this part shall be construed as preventing the plaintiff in any action at law from relying for relief upon the other processes provided by law.

History: En. Sec. 38, Ch. 204, L. 1951; R.C.M. 1947, 53-455.

61-6-111. Transfer of registration to defeat purpose of part prohibited. If an owner's registration has been suspended hereunder, such registration shall not be transferred nor the motor vehicle in the respect of which such registration was issued registered in any other name until the division is satisfied that such transfer of registration is proposed in good faith and not for the purpose or with the effect of defeating the purposes of this part. Nothing in this section shall in anywise affect the rights of any conditional vendor, chattel mortgagee, or lessor of a motor vehicle registered in the name of another as owner who becomes subject to the provisions of this section.

History: En. Sec. 30, Ch. 204, L. 1951; R.C.M. 1947, 53-447.

61-6-112. Surrender of license and registration. Any person whose license or registration shall have been suspended as herein provided, or whose policy of insurance or bond, when required under this part, shall have been canceled or terminated, or who shall neglect to furnish other proof upon request of the division shall immediately return his license and registration to the division. If any person shall fail to return to the division the license or registration as provided herein, the division shall forthwith direct any peace officer or highway patrolman to secure possession thereof and to return the same to the division.

History: En. Sec. 31, Ch. 204, L. 1951; amd. Sec. 1, Ch. 107, L. 1957; R.C.M. 1947, 53-448.

61-6-113 through 61-6-120 reserved.

61-6-121. Courts to report nonpayment of judgments. (1) Whenever any person fails within 60 days to satisfy any judgment, upon the written request of the judgment creditor or his attorney, it shall be the duty of the clerk of the court, or of the judge of a court which has no clerk, in which any such judgment is rendered within this state to forward to the division immediately after the expiration of said 60 days a certified copy of such judgment.

(2) If the defendant named in any certified copy of a judgment reported to the division is a nonresident, the division shall transmit a certified copy of the judgment to the official in charge of the issuance of licenses and registration certificates of the state of which the defendant is a resident.

History: En. Sec. 12, Ch. 204, L. 1951; R.C.M. 1947, 53-429.

61-6-122. Suspension for nonpayment of judgments — exceptions. (1) The division, upon the receipt of a certified copy of a judgment, shall forthwith suspend the license and registration and any nonresident's operating privilege of any person against whom such judgment was rendered, except as hereinafter otherwise provided in this section and in 61-6-125.

(2) If the judgment creditor consents in writing, in such form as the division may prescribe, that the judgment debtor be allowed license and registration or nonresident's operating privilege, the same may be allowed by the division, in its discretion, for 6 months from the date of such consent and thereafter until such consent is revoked in writing notwithstanding default in the payment of such judgment, or of any installments thereof prescribed in 61-6-125, provided the judgment debtor furnishes proof of financial responsibility.

History: En. Sec. 13, Ch. 204, L. 1951; R.C.M. 1947, 53-430.

61-6-123. Suspension to continue until judgments paid and proof given — maximum period of suspension. Such license, registration, and nonresident's operating privilege shall remain so suspended and shall not be renewed, nor shall any such license or registration be thereafter issued in the name of such person, including any such person not previously licensed, unless and until every such judgment is stayed, satisfied in full or to the extent hereinafter provided, and until the person gives proof of financial responsibility subject to the exemptions stated in 61-6-122 and 61-6-125 or 6 years have passed from date judgment was first entered as provided in 25-9-301.

History: En. Sec. 14, Ch. 204, L. 1951; amd. Sec. 1, Ch. 437, L. 1973; R.C.M. 1947, 53-431.

61-6-124. Satisfaction of judgments. (1) Judgments herein referred to shall, for the purposes of this part only, be deemed satisfied:

(a) when $10,000 has been credited upon any judgment or judgments rendered in excess of that amount because of bodily injury to or death of one person as the result of any one accident;

(b) when, subject to such limit of $10,000 because of bodily injury to or death of one person, the sum of $20,000 has been credited upon any judgment or judgments rendered in excess of that amount because of bodily injury or death of two or more persons as the result of any one accident; or

(c) when $5,000 has been credited upon any judgment or judgments rendered in excess of that amount because of injury to or destruction of property of others as a result of any one accident.

(2) Payments made in settlement of any claims because of bodily injury, death, or property damage arising from a motor vehicle accident shall be credited in reduction of the amounts provided for in this section.

History: En. Sec. 15, Ch. 204, L. 1951; amd. Sec. 3, Ch. 30, L. 1967; R.C.M. 1947, 53-432.

61-6-125. Installment payment of judgments — default. (1) A judgment debtor upon due notice to the judgment creditor may apply to the court in which such judgment was rendered for the privilege of paying such judgment in installments and the court, in its discretion and without prejudice to any other legal remedies which the judgment creditor may have, may so order and fix the amounts and times of payment of the installments.

(2) The division shall not suspend a license, or require the suspension of a registration or a nonresident's operating privilege, and shall restore any license and the registration or nonresident's operating privilege suspended following nonpayment of a judgment, when the judgment debtor gives proof of financial responsibility and obtains such an order permitting the payment of such judgment in installments, and while the payment of any said installment is not in default.

(3) In the event the judgment debtor fails to pay any installment as specified by such order, then upon notice of such default, the division shall forthwith suspend the license and the registration or nonresident's operating privilege of the judgment debtor until such judgment is satisfied, as provided in this part.

History: En. Sec. 16, Ch. 204, L. 1951; R.C.M. 1947, 53-433.

61-6-126 through 61-6-130 reserved.

61-6-131. When proof of financial responsibility required. (1) Whenever the division under any of the laws of this state revokes the license of any person upon receiving record of a conviction or a forfeiture of bail, the division shall also suspend the registration for all motor vehicles registered in the name of such person, except that the division shall not suspend such registration, unless otherwise required by law, if such person has previously given or shall immediately give and thereafter maintain proof of financial responsibility with respect to all motor vehicles registered by such person.

(2) Such license shall remain revoked and such registration shall remain suspended and shall not at any time thereafter be renewed, nor shall any license be thereafter issued to such person, nor shall any motor vehicle be thereafter registered in the name of such person until permitted under the motor vehicle laws of this state and not then unless and until he shall give and thereafter maintain proof of financial responsibility.

(3) If a person is not licensed, but by the final order or judgment is convicted of or forfeits any bail or collateral deposited to secure an appearance for trial for any offense requiring the revocation of a license, no license shall be thereafter issued to such person and no motor vehicle shall continue to be registered or thereafter be registered in the name of such person until he shall give and thereafter maintain proof of financial responsibility.

(4) Whenever the division revokes a nonresident's operating privilege by reason of a conviction or forfeiture of bail, such privilege shall remain so revoked unless such person shall have previously given or shall immediately give and thereafter maintain proof of financial responsibility.

History: En. Sec. 17, Ch. 204, L. 1951; amd. Sec. 1, Ch. 236, L. 1961; R.C.M. 1947, 53-434.

61-6-132. Alternate methods of giving proof. (1) Proof of financial responsibility when required under this part with respect to a motor vehicle or with respect to a person who is not the owner of a motor vehicle may be given by filing:

(a) a certificate of insurance as provided in 61-6-133 or 61-6-134;

(b) a bond as provided in 61-6-137;

(c) a certificate or deposit of money or securities as provided in 61-6-138; or

(d) a certificate of self-insurance, as provided in 61-6-143, supplemented by an agreement by the self-insurer that, with respect to accidents occurring while the certificate is in force, he will pay the same judgments and in the same amounts that an insurer would have been obligated to pay under an owner's motor vehicle liability policy if it had issued such a policy to said self-insurer.

(2) No motor vehicle shall be or continue to be registered in the name of any person required to file proof of financial responsibility unless such proof shall be furnished for such motor vehicle.

History: En. Sec. 18, Ch. 204, L. 1951; R.C.M. 1947, 53-435.

61-6-133. Certificate of insurance as proof. (1) Proof of financial responsibility may be furnished by filing with the division the written certificate of any insurance carrier duly authorized to do business in this state certifying that there is in effect a motor vehicle liability policy for the benefit of the person required to furnish proof of financial responsibility. Such certificate shall give the effective date of such motor vehicle liability policy, which date shall be the same as the effective date of the certificate, and shall designate by explicit description or by appropriate reference all motor vehicles covered thereby, unless the policy is issued to a person who is not the owner of a motor vehicle.

(2) No motor vehicle shall be or continue to be registered in the name of any person required to file proof of financial responsibility unless such motor vehicle is so designated in such a certificate.

History: En. Sec. 19, Ch. 204, L. 1951; R.C.M. 1947, 53-436.

61-6-134. Certificate furnished by nonresident as proof. (1) The nonresident owner of a motor vehicle not registered in this state may give proof of financial responsibility by filing with the division a written certificate or certificates of an insurance carrier authorized to transact business in the state in which the motor vehicle or motor vehicles described in such certificate is registered, or if such nonresident does not own a motor vehicle, then in the state in which the insured resides, provided such certificate otherwise conforms to the provisions of this part, and the division shall accept the same upon condition that said insurance carrier complies with the following provisions with respect to the policies so certified:

(a) Said insurance carrier shall execute a power of attorney authorizing the division to accept service on its behalf of notice or process in any action arising out of a motor vehicle accident in this state.

(b) Said insurance carrier shall agree in writing that such policies shall be deemed to conform with the laws of this state relating to the terms of motor vehicle liability policies issued herein.

(2) If any insurance carrier not authorized to transact business in this state, which has qualified to furnish proof of financial responsibility, defaults in any said undertaking or agreements, the division shall not thereafter accept as proof any certificate of said carrier whether theretofore filed or thereafter tendered as proof, so long as such default continues.

History: En. Sec. 20, Ch. 204, L. 1951; R.C.M. 1947, 53-437.

61-6-135. Notice of cancellation or termination of certified policy. When an insurance carrier has certified a motor vehicle liability policy under 61-6-133 or a policy under 61-6-134, the insurance so certified shall not be canceled or terminated until at least 10 days after a notice of cancellation or termination of the insurance so certified shall be filed in the office of the division, except that such a policy subsequently procured and certified shall on the effective date of its certification terminate the insurance previously certified with respect to any motor vehicle designated in both certificates.

History: En. Sec. 22, Ch. 204, L. 1951; R.C.M. 1947, 53-439.

61-6-136. Other policies not affected. (1) This part shall not be held to apply to or affect policies of automobile insurance against liability which may now or hereafter be required by any other law of this state, and such policies, if they contain an agreement or are endorsed to conform to the requirements of this part, may be certified as proof of financial responsibility under this part.

(2) This part shall not be held to apply to or affect policies insuring solely the insured named in the policy against liability resulting from the maintenance or use by persons in the insured's employ or on his behalf of motor vehicles not owned by the insured.

History: En. Sec. 23, Ch. 204, L. 1951; R.C.M. 1947, 53-440.

61-6-137. Bond as proof of responsibility. (1) Proof of financial responsibility may be furnished by filing with the division the bond of a surety company duly authorized to transact business in the state, or a bond with at least two individual sureties each owning real estate within this state, and together having equities equal in value to at least twice the amount of such bond, which real estate shall be scheduled in the bond approved by a judge of a court of record. Such bond shall be conditioned for payments in amounts and under the same circumstances as would be required in a motor vehicle liability policy, and shall not be cancelable except after 10 days' written notice to the division. Upon the filing of notice to such effect by the division in the office of the county clerk and recorder of the county wherein such real estate shall be located, such bond shall constitute a lien in favor of the state upon the real estate so scheduled of any surety, which lien shall exist in favor of any holder of a judgment against the person who has filed such bond.

(2) The person in whose favor said lien shall exist may for his own use and benefit and at his sole expense bring an action or actions in the name of the state against the company or persons executing such bond, including an action or proceeding to foreclose any lien that may exist upon the real estate of any person who has executed such bond. The provisions of the code of civil procedure, except insofar as the same are inconsistent with the provisions of this part, are applicable to and constitute the rules of practice in the foreclosure actions or proceedings. The provisions of the code of civil procedure relative to new trials and appeals, except insofar as the same are inconsistent with the provisions of this part, apply to said actions or proceedings.

History: En. Sec. 24, Ch. 204, L. 1951; R.C.M. 1947, 53-441.

61-6-138. Money or securities as proof of responsibility. (1) Proof of financial responsibility may be evidenced by the certificate of the state treasurer that the person named therein has deposited with him $11,000 in cash, or securities such as may legally be purchased by savings banks or for trust funds of a market value of $11,000. The state treasurer shall not accept any such deposit and issue a certificate therefor and the division shall not accept such certificate unless accompanied by evidence that there are no unsatisfied judgments of any character against the depositor in the county where the depositor resides.

(2) Such deposit shall be held by the state treasurer to satisfy, in accordance with the provisions of this part, any execution on a judgment issued against such person making the deposit, for damages, including damages for care and loss of services, because of bodily injury to or death of any person, or for damages because of injury to or destruction of property, including the loss of use thereof, resulting from the ownership, maintenance, use, or operation of a motor vehicle after such deposit was made. Money or securities so deposited shall not be subject to attachment or execution unless such attachment or execution shall arise out of a suit for damages as aforesaid.

History: En. Sec. 25, Ch. 204, L. 1951; R.C.M. 1947, 53-442.

61-6-139. Owner permitted to give proof for others. Whenever any person required to give proof of financial responsibility hereunder is or later becomes an operator in the employ of any owner, or is or later becomes a member of the immediate family or household of the owner, the division shall accept proof given by such owner in lieu of proof by such other person to permit such other person to operate a motor vehicle for which the owner has given proof as herein provided. The division shall designate the restrictions imposed by this section on the face of such person's license.

History: En. Sec. 26, Ch. 204, L. 1951; R.C.M. 1947, 53-443.

61-6-140. Substitution of proof of responsibility. The division shall consent to the cancellation of any bond or certificate of insurance or the division shall direct and the state treasurer shall return any money or securities to the person entitled thereto upon the substitution and acceptance of other adequate proof of financial responsibility pursuant to this part.

History: En. Sec. 27, Ch. 204, L. 1951; R.C.M. 1947, 53-444.

61-6-141. Other proof — when required. Whenever any proof of financial responsibility filed under the provisions of this part no longer fulfills the purposes for which required, the division shall for the purpose of this part require other proof as required by this part and shall suspend the license and registration or the nonresident's operating privilege pending the filing of such proof.

History: En. Sec. 28, Ch. 204, L. 1951; R.C.M. 1947, 53-445.

61-6-142. Duration of proof — when proof may be canceled or returned. (1) The division shall upon request consent to the immediate cancellation of any bond or certificate of insurance, the division shall direct and the state treasurer shall return to the person entitled thereto any money or securities deposited pursuant to this part as proof of financial responsibility, or the division shall waive the requirement of filing proof, in any of the following events:

(a) at any time after 3 years from the date such proof was required when during the 3-year period preceding the request the division has not received record of a conviction or a forfeiture of bail which would require or permit the suspension or revocation of the license, registration, or nonresident's operating privilege of the person by or for whom such proof was furnished;

(b) in the event of the death of the person on whose behalf such proof was filed or the permanent incapacity of such person to operate a motor vehicle; or

(c) in the event the person who has given proof surrenders his license and registration to the division.

(2) However, the division shall not consent to the cancellation of any bond or the return of any money or securities in the event any action for damages upon a liability covered by such proof is then pending or any judgment upon any such liability is then unsatisfied, or in the event the person who has filed such bond or deposited such money or securities has, within 1 year immediately preceding such request been involved as an operator or owner in any motor vehicle accident resulting in injury or damage to the person or property of others. An affidavit of the applicant as to the nonexistence of such facts, or that he has been released from all of his liability, or has been finally adjudicated not to be liable for such injury or damage, shall be sufficient evidence thereof in the absence of evidence to the contrary in the records of the division.

(3) Whenever any person whose proof has been canceled or returned under subsection (1)(c) of this section applies for a license or registration within a period of 3 years from the date proof was originally required, any such application shall be

refused unless the applicant shall reestablish such proof for the remainder of such 3-year period.

History: En. Sec. 29, Ch. 204, L. 1951; R.C.M. 1947, 53-446.

61-6-143. Self-insurers. (1) Any person in whose name more than 25 motor vehicles are registered may qualify as a self-insurer by obtaining a certificate of self-insurance issued by the division as provided in subsection (2) of this section.

(2) The division may, in its discretion, upon the application of such a person, issue a certificate of self-insurance when it is satisfied that such person is possessed and will continue to be possessed of ability to pay judgments obtained against such person.

(3) Upon not less than 5 days' notice and a hearing pursuant to such notice, the division may upon reasonable grounds cancel a certificate of self-insurance. Failure to pay any judgment within 30 days after such judgment shall have become final shall constitute a reasonable ground for the cancellation of a certificate of self-insurance.

History: En. Sec. 34, Ch. 204, L. 1951; R.C.M. 1947, 53-451.

61-6-144. Assigned risk plans. After consultation with insurance companies authorized to issue automobile liability policies in this state, the commissioner of insurance shall approve a reasonable plan or plans for the equitable apportionment among such companies of applicants for such policies and for motor vehicle liability policies who are in good faith entitled to but are unable to procure such policies through ordinary methods. When any such plan has been approved, all such insurance companies shall subscribe thereto and participate therein. Any applicant for any such policy, any person insured under any such plan, and any insurance company affected, may appeal to the commissioner of insurance from any ruling or decision of the manager or committee designated to operate such plan. Any person aggrieved hereunder by any order or act of the commissioner of insurance may, within 10 days after notice thereof, file a petition in the district court of Lewis and Clark County for a review thereof. The court shall summarily hear the petition and may make any appropriate order or decree.

History: En. Sec. 35, Ch. 204, L. 1951; R.C.M. 1947, 53-452.

61-6-145 through 61-6-150 reserved.

61-6-151. Violations — penalties. (1) Any person who shall forge or, without authority, sign any evidence of proof of financial responsibility or who files or offers for filing any such evidence of proof knowing or having reason to believe that it is forged or signed without authority shall be fined not more than $1,000 or imprisoned for not more than 1 year or both.

(2) Any person whose license or registration or nonresident's operating privilege has been suspended or revoked under this part and who, during such suspension or revocation drives any motor vehicle upon any highway or knowingly permits any motor vehicle owned by such person to be operated by another upon any highway, except as permitted under this part, shall be fined not more than $500 or imprisoned not exceeding 6 months or both.

(3) Any person willfully failing to return license or registration as required in 61-6-112 shall be fined not more than $500 or imprisoned not to exceed 30 days or both.

(4) Any person who shall violate any provision of this part for which no penalty is otherwise provided shall be fined not more than $500 or imprisoned not more than 90 days or both.

History: (1) thru (3)En. Sec. 32, Ch. 204, L. 1951; amd. Sec. 2, Ch. 184, L. 1974; Sec. 53-449, R.C.M. 1947; (4)En. Sec. 43, Ch. 204, L. 1951; Sec. 53-458, R.C.M. 1947; R.C.M. 1947, 53-449, 53-458.

Part 2

Liability of Vehicle Owner

61-6-201. Liability of owner for negligence of employee driver. The owner of every vehicle running or traveling upon any highway or road for the conveyance of passengers is liable for all damage to person or property done by any person in his employment as a driver while driving such vehicle, whether done willfully or negligently or otherwise, in the same manner as such driver would be liable.

History: En. Sec. 5, Ch. 8, Ch. 72, L. 1913; re-en. Sec. 5, Ch. 8, Ch. 141, L. 1915; re-en. Sec. 1748, R.C.M. 1921; Cal. Pol. C. Sec. 2936; re-en. Sec. 1748, R.C.M. 1935; R.C.M. 1947, 32-1112.

CHAPTER 7

ACCIDENTS AND ACCIDENT REPORTS

Part 1 — Uniform Accident Reporting Act

Section
61-7-101. Short title.
61-7-102. Application.
61-7-103. Accidents involving death or personal injuries.
61-7-104. Accident involving damage to vehicle.
61-7-105. Duty to give information and render aid.
61-7-106. Duty upon striking unattended vehicle.
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61-7-108. Immediate notice of accidents.
61-7-109. Written reports of accidents — additional information — form of report.
61-7-110. When driver unable to report.
61-7-111. Accident report forms.
61-7-112. Coroners to report.
61-7-113. Garages to report.
61-7-114. Accident reports confidential.
61-7-115. Division to tabulate and analyze accident reports.
61-7-116. Any incorporated city permitted to require accident reports.
61-7-117. Uniformity of interpretation.

Part 1

Uniform Accident Reporting Act

61-7-101. Short title. This part will be cited as the "Uniform Accident Reporting Act".

History: En. Sec. 18, Ch. 210, L. 1939; R.C.M. 1947, 32-1217.

61-7-102. Application. The provisions of this part shall apply upon highways and elsewhere throughout the state.

History: En. Sec. 22, Ch. 263, L. 1955; R.C.M. 1947, 32-2124(part).

61-7-103. Accidents involving death or personal injuries. (1) The driver of any vehicle involved in an accident resulting in injury to or death of any person shall immediately stop such vehicle at the scene of such accident or as close thereto as possible, but shall then forthwith return to and in every event shall remain at the scene of the accident until he has fulfilled the requirements of 61-7-105. Every such stop shall be made without obstructing traffic more than is necessary.

(2) Any person failing to stop or to comply with said requirements under such circumstances shall upon conviction be punished by imprisonment for not less than 30 days or more than 1 year or by a fine of not less than $100 or more than $5,000 or by both such fine and imprisonment.

(3) The division shall revoke the license or permit to drive of any resident and any nonresident operating privilege of any person so convicted for the period prescribed in 61-5-208.

History: En. Sec. 3, Ch. 210, L. 1939; Subd. (c) amd. Sec. 1, Ch. 212, L. 1947; amd. Sec. 2, Ch. 256, L. 1959; R.C.M. 1947, 32-1202.

61-7-104. Accident involving damage to vehicle. (1) The driver of any vehicle involved in an accident resulting only in damage to a vehicle which is driven or attended by any person shall immediately stop such vehicle at the scene of such accident or as close thereto as possible and shall forthwith return to and in every event shall remain at the scene of such accident until he has fulfilled the requirements of 61-7-105. Every such stop shall be made without obstructing traffic more than is necessary.

(2) Any person failing to stop or comply with said requirements under such circumstances shall be guilty of a misdemeanor.

History: En. Sec. 4, Ch. 210, L. 1939; R.C.M. 1947, 32-1203.

61-7-105. Duty to give information and render aid. The driver of any vehicle involved in an accident resulting in injury to or death of any person or damage to any vehicle which is driven or attended by any person shall give his name, address, and the registration number of the vehicle he is driving and shall upon request and if available exhibit his operator's or chauffeur's license to the person struck or the driver or occupant of or person attending any vehicle collided with and shall render to any person injured in such accident reasonable assistance, including the carrying, or the making of arrangements for the carrying, of such person to a physician, surgeon, or hospital for medical or surgical treatment if it is apparent that such treatment is necessary or if such carrying is requested by the injured person.

History: En. Sec. 5, Ch. 210, L. 1939; R.C.M. 1947, 32-1204.

61-7-106. Duty upon striking unattended vehicle. The driver of any vehicle which collides with any vehicle which is unattended shall immediately stop and shall then and there either locate and notify the operator or owner of such vehicle of the name and address of the driver and owner of the vehicle striking the unattended vehicle or shall leave in a conspicuous place in the vehicle struck a written notice giving the name and address of the driver and of the owner of the vehicle doing the striking and a statement of the circumstances thereof.

History: En. Sec. 6, Ch. 210, L. 1939; R.C.M. 1947, 32-1205.

61-7-107. Duty upon striking fixtures or other property upon a highway. The driver of any vehicle involved in an accident resulting only in damage to fixtures or other property legally upon or adjacent to a highway shall take reasonable steps to locate and notify the owner or person in charge of such property of such fact and of his name and address and of the registration number of the vehicle he is driving and shall upon request and if available exhibit his operator's or chauffeur's license and shall make report of such accident when and as required in 61-7-109.

History: En. Sec. 7, Ch. 210, L. 1939; amd. Sec. 3, Ch. 256, L. 1959; R.C.M. 1947, 32-1206.

61-7-108. Immediate notice of accidents. The driver of a vehicle involved in an accident resulting in injury to or death of any person or property damage to an apparent extent of $100 or more shall immediately by the quickest means of communication give notice of such accident to the local police department if such accident occurs within a municipality, otherwise to the office of the county sheriff or the nearest office of the highway patrol.

History: En. Sec. 8, Ch. 210, L. 1939; amd. Sec. 4, Ch. 256, L. 1959; R.C.M. 1947, 32-1207.

61-7-109. Written reports of accidents — additional information — form of report. (1) The operator of any motor vehicle which is in any manner involved in an accident within this state, in which any person is killed or injured or in which damage to the property of any one person in excess of $250 is sustained, shall within 10 days after such accident report the matter in writing to the division.

(2) The division may require any driver of a vehicle involved in an accident, of which report must be made as provided in this section, to file supplemental reports whenever the original report is insufficient, and may require witnesses of accidents to render reports.

(3) Every law enforcement officer who in the regular course of duty investigates a motor vehicle accident, of which report must be made as required in this part, either at the time of and at the scene of the accident or thereafter by interviewing participants or witnesses, shall within 10 days after completing such investigation forward a written report of such accident to the division.

(4) The form of accident report required under this section shall contain information sufficient to enable the department to determine whether the requirements for the deposit of security for safety responsibility are inapplicable by reason of the existence of insurance or other exemptions specified in this part.

History: En. Sec. 9, Ch. 210, L. 1939; amd. Sec. 5, Ch. 256, L. 1959; amd. Sec. 1, Ch. 52, L. 1971; R.C.M. 1947, 32-1208.

61-7-110. When driver unable to report. (1) An accident report is not required under this part from any person who is physically incapable of making such report during the period of such incapacity.

(2) Whenever the driver of a vehicle is physically incapable of giving an immediate notice of an accident as required in 61-7-108, and there was another occupant in the vehicle at the time of the accident capable of doing so, such occupant shall make or cause to be given the notice not given by the driver.

(3) Whenever the driver is physically incapable of making a written report of an accident as required in 61-7-109, and such driver is not the owner of the vehicle, then the owner of the vehicle involved in such accident shall within 10 days after learning of such accident, make such report not made by the driver.

(4) Any person who gives information in reports as required in 61-7-109 or in this section, knowing or having reason to believe that such information is false,

shall be fined not more than $500 or imprisonment for not more than 6 months or both.

History: En. Sec. 10, Ch. 210, L. 1939; amd. Sec. 6, Ch. 256, L. 1959; R.C.M. 1947, 32-1209.

61-7-111. Accident report forms. (1) The division shall prepare and upon request supply to police departments, coroners, sheriffs, garages, and other suitable agencies or individuals forms for accident reports required hereunder, appropriate with respect to the persons required to make such reports and the purposes to be served. The written reports to be made by persons involved in accidents and by investigating officers shall call for sufficiently detailed information to disclose with reference to a traffic accident the causes, conditions then existing, and the persons and vehicles involved.

(2) Every accident report required to be made in writing shall be made on the appropriate form approved by the division and shall contain all of the information required therein unless not available.

(3) The division may suspend the license or permit to drive of any resident and any nonresident operating privilege of any person failing to report an accident as herein provided until such report has been filed. Any person convicted of failing to report an accident by the quickest means of communication or failing to forward a written report as required herein shall be deemed guilty of a misdemeanor and punished by a fine of not more than $25.

History: En. Sec. 11, Ch. 210, L. 1939; amd. Sec. 7, Ch. 256, L. 1959; R.C.M. 1947, 32-1210.

61-7-112. Coroners to report. Every coroner or other official performing like functions shall on or before the 10th day of each month report in writing to the division the death of any person within his jurisdiction during the preceding calendar month as the result of a traffic accident, giving the time and place of the accident and the circumstances relating thereto.

History: En. Sec. 12, Ch. 210, L. 1939; amd. Sec. 8, Ch. 256, L. 1959; R.C.M. 1947, 32-1211.

61-7-113. Garages to report. The person in charge of any garage or repair shop to which is brought any motor vehicle which shows evidence of having been struck by any bullet or involved in an accident of which report must be made as provided in 61-7-109 shall report to the division within 24 hours after such motor vehicle is received, giving the engine number, registration number, and the name and address of the owner or operator of such vehicle.

History: En. Sec. 13, Ch. 210, L. 1939; R.C.M. 1947, 32-1212.

61-7-114. Accident reports confidential. (1) All required accident reports and supplemental reports shall be without prejudice to the individual so reporting and shall be for the confidential use of the division or other state agencies having use for the records for accident prevention purposes, or for the administration of the laws of this state relating to the deposit of security and proof of financial responsibility by persons driving or the owners of motor vehicles, except that the division may disclose the identity of a person involved in an accident when such identity is not otherwise known or when such person denies his presence at such accident.

(2) All accident reports and supplemental information filed as required by this part shall be confidential and not open to general public inspection, nor shall copying of lists of such reports be permitted, except, however, that the report and supplemental information filed by law enforcement personnel, as required by this

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part, may be examined by any person named in such report or reports or by any driver, passenger, or pedestrian involved in the accident or by his representative designated in writing, or if such person shall be deceased, by his executor or administrator or by the attorney representing such executor or administrator.

(3) No such report shall be used as evidence in any trial, civil or criminal, arising out of an accident, except that the division shall furnish upon demand of any person who has or claims to have made such a report or upon the demand of any court a certificate showing that a specified accident report has or has not been made to the division solely to prove a compliance or a failure to comply with the requirement that such a report be made to the division.

History: En. Sec. 14, Ch. 210, L. 1939; amd. Sec. 9, Ch. 256, L. 1959; amd. Sec. 1, Ch. 142, L. 1973; R.C.M. 1947, 32-1213.

61-7-115. Division to tabulate and analyze accident reports. The division shall tabulate and may analyze all accident reports and shall publish annually or at more frequent intervals statistical information based thereon as to the number and circumstances of traffic accidents.

History: En. Sec. 15, Ch. 210, L. 1939; R.C.M. 1947, 32-1214.

61-7-116. Any incorporated city permitted to require accident reports. Any incorporated city, town, village, or other municipality may by ordinance require that the driver of a vehicle involved in an accident shall also file with a designated city department a report of such accident or a copy of any report herein required to be filed with the division. All such reports shall be for the confidential use of the city department and subject to the provisions of 61-7-114.

History: En. Sec. 16, Ch. 210, L. 1939; R.C.M. 1947, 32-1215.

61-7-117. Uniformity of interpretation. This part shall be so interpreted and construed as to effectuate its general purpose to make uniform the law of those states which enact it.

History: En. Sec. 17, Ch. 210, L. 1939; R.C.M. 1947, 32-1216.

CHAPTER 8

TRAFFIC REGULATION

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Part 1

General Provisions

61-8-101. Application — exceptions. (1) The provisions of this chapter relating to the operation of vehicles refer exclusively to the operation of vehicles upon highways except:

(a) where a different place is specifically referred to in a given section;

(b) the provisions of 61-8-301 and 61-8-401 shall apply upon highways and elsewhere throughout the state.

(2) The operation of motor vehicles directly across the public roads and highways of this state, especially as required in the transportation of natural resource products, including agricultural products and livestock, shall not be considered to be the operation of such vehicles on the public roads and highways of this state, provided that such crossings are adequately marked with such warning signs or devices and are subject to relating to stopping before entry, and to restoration of any damage, as may reasonably be prescribed by the state or local agency in control of safety of operation of the public highway involved.

History: (1)En. Sec. 22, Ch. 263, L. 1955; Sec. 32-2124, R.C.M. 1947; (2)En. Sec. 4, Ch. 247, L. 1959; Sec. 32-2124.1, R.C.M. 1947; R.C.M. 1947, 32-2124(part), 32-2124.1.

61-8-102. Uniformity of interpretation. This chapter shall be so interpreted and construed as to effectuate its general purpose to make uniform the law of those states which enact it.

History: En. Sec. 155, Ch. 263, L. 1955; R.C.M. 1947, 32-21-158.

61-8-103. Provisions uniform throughout state — power of local authorities. The provisions of this chapter shall be applicable and uniform throughout this state and in all political subdivisions and municipalities therein and no local authority shall enact or enforce any ordinance, rule, or regulation in conflict with the provisions of this chapter unless expressly authorized herein. Local authorities may, however, adopt additional traffic regulations which are not in conflict with the provisions of this chapter.

History: En. Sec. 27, Ch. 263, L. 1955; amd. Sec. 1, Ch. 201, L. 1957; R.C.M. 1947, 32-2130.

61-8-104. Required obedience to traffic laws. It is unlawful and, unless otherwise declared in this chapter with respect to particular offenses, it is a misdemeanor for any person to do any act forbidden or fail to perform any act required in this chapter.

History: En. Sec. 23, Ch. 263, L. 1955; R.C.M. 1947, 32-2125.

61-8-105. Obedience to police officers and highway patrolmen. No person shall willfully fail or refuse to comply with any lawful order or direction of any police officer or highway patrolman pertaining to the use of the highways by traffic.

History: En. Sec. 24, Ch. 263, L. 1955; R.C.M. 1947, 32-2126.

61-8-106. Responsibility of public officers and employees. (1) The provisions of this chapter applicable to the drivers of vehicles upon the highways shall apply to the drivers of all vehicles owned or operated by the United States, this state, or any county, city, or town, district, or any other political subdivision of the state, except as provided in this section and subject to such specific exceptions as are set forth in this chapter with reference to authorized emergency vehicles.

(2) Unless specifically made applicable, the provisions of this chapter except those contained in part 5 of chapter 8 shall not apply to persons, teams, motor vehicles, and other equipment while actually engaged in work upon the surface of a highway but shall apply to such persons and vehicles when traveling to or from such work.

History: En. Sec. 25, Ch. 263, L. 1955; R.C.M. 1947, 32-2127.

61-8-107. Police vehicles and authorized emergency vehicles. (1) The driver of a police vehicle or authorized emergency vehicle, when responding to an emergency call or when in the pursuit of an actual or suspected violator of the law or when responding to but not upon returning from a fire alarm, may exercise the privileges set forth in this section, but subject to the conditions herein stated.

(2) The driver of a police vehicle or authorized emergency vehicle may:

(a) park or stand, irrespective of the provisions of this chapter;

(b) proceed past a red or stop signal or stop sign, but only after slowing down as may be necessary for safe operation;

(c) exceed the speed limits so long as he does not endanger life or property;

(d) disregard regulations governing direction of movement or turning in specified directions.

(3) The exemptions herein granted to a police vehicle or authorized emergency vehicle shall apply only when such vehicles are making use of audible and visual signals meeting the requirements of 61-9-402, except that an authorized emergency vehicle operated as a police vehicle need not be equipped with or display a red light visible from in front of the vehicle.

(4) The foregoing provisions shall not relieve the driver of a police vehicle or authorized emergency vehicle from the duty to drive with due regard for the safety of all persons, nor shall such provisions protect the driver from the consequences of his reckless disregard for the safety of others.

History: En. Sec. 25.1, Ch. 263, L. 1955; amd. Sec. 1, Ch. 169, L. 1957; amd. Sec. 2, Ch. 153, L. 1975; R.C.M. 1947, 32-2128.

61-8-108. Traffic laws applicable to persons driving animal-drawn vehicles. Every person driving an animal-drawn vehicle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by this chapter, except those provisions of this chapter which by their very nature can have no application.

History: En. Sec. 26, Ch. 263, L. 1955; R.C.M. 1947, 32-2129.

61-8-109. Rights of owners of real property not affected — when. Nothing in this chapter shall be construed to prevent the owner of real property used by the public for purposes of vehicular travel by permission of the owner from prohibiting such use or from requiring other or different or additional conditions than those specified in this chapter, or otherwise regulating such use as may seem best to such owner.

History: En. Sec. 29, Ch. 263, L. 1955; R.C.M. 1947, 32-2132.

61-8-110. Forest development road, special service road defined. For the purpose of 61-8-111 and 61-8-112 a "forest development road" is defined as a road located on national forest lands or on a right-of-way acquired by the United States and used for the protection, administration, and utilization of the national forests and other lands administered by the United States forest service; and a "special service road" is defined as a forest development road or segment thereof, the right-of-way for which is controlled by the United States and which is not a part of the highway system of the state or of a county or other public road authority of this state, designated by the forest service, pursuant to the regulations of the secretary of the United States department of agriculture, as a special service road for the purpose of controlling and regulating its use to accomplish the purposes of the secretary of agriculture's regulations applicable to the administration of the forest development transport system.

History: En. Sec. 1, Ch. 139, L. 1971; R.C.M. 1947, 32-2124.3.

61-8-111. State laws applicable on forest development roads — enforcement. Forest development roads in the state, whether or not they meet the definition of a public highway by the laws of this state, are subject to the traffic laws of this state and the Montana highway patrol and county sheriffs of this state shall have jurisdiction thereon to investigate accidents and enforce the Montana traffic laws.

History: En. Sec. 2, Ch. 139, L. 1971; R.C.M. 1947, 32-2124.4.

61-8-112. Special service roads not subject to state law enforcement — when. When forest development roads, or segments thereof, are designated as special service roads by the United States forest service and by such designation are subjected to traffic rules in addition to or in conflict with the Montana traffic laws, neither the additional nor conflicting traffic rules so prescribed by the forest service nor the Montana traffic law with which they conflict shall be within the jurisdiction of law enforcement officers of this state as to such special service road.

History: En. Sec. 3, Ch. 139, L. 1971; R.C.M. 1947, 32-2124.5.

Part 2

Traffic-Control Devices

61-8-201. Obedience to traffic-control devices. (1) The driver of any vehicle shall obey the instructions of any official traffic-control device applicable thereto placed in accordance with the provisions of this chapter unless otherwise directed by a highway patrolman or police officer, subject to the exceptions granted the driver of an authorized emergency vehicle in this chapter.

(2) No provision of this chapter for which signs are required shall be enforced against an alleged violator if at the time and place of the alleged violation an official sign is not in proper position and sufficiently legible to be seen by an ordinarily observant person. Whenever a particular section does not state the signs are required, such section shall be effective even though no signs are erected or in place.

History: En. Sec. 33, Ch. 263, L. 1955; R.C.M. 1947, 32-2136.

61-8-202. Department of highways to adopt sign manual. The department of highways shall adopt a manual and specifications for a uniform system of traffic-control devices consistent with this chapter for use upon highways within the state. This uniform system shall correlate with and so far as possible conform to the system then current as approved by the American association of state highway officials; however, the department shall adopt for use on controlled-access highways the interstate sign manual as adopted by the American association of state highway officials, February 10, 1958, and approved by the United States department of commerce, bureau of public roads, February 21, 1958, and all subsequent amendments relating thereto.

History: En. Sec. 30, Ch. 263, L. 1955; amd. Sec. 1, Ch. 241, L. 1959; amd. Sec. 52, Ch. 316, L. 1974; R.C.M. 1947, 32-2133.

61-8-203. Department of highways to sign all state highways. (1) The department of highways shall place and maintain traffic-control devices, conforming to its manual and specifications, upon all state highways it considers necessary to indicate and to carry out this chapter and chapter 9 or to regulate, warn, or guide traffic.

(2) A local authority may not place or maintain a traffic-control device upon a highway under the jurisdiction of the department except by the latter's permission.

(3) Only the department may erect and maintain these traffic-control devices conforming to its manual and specifications on a controlled-access highway or controlled-access facility. The erection of a sign, marker, or emblem on a controlled-access facility or controlled-access highway by any other public authority, or agent, or by a private individual, firm, or corporation is unlawful and a misdemeanor and punishable as provided in 61-8-712.

(4) The erection or maintenance of a sign, marker, emblem, or traffic-control device on a state highway except a controlled-access highway or controlled-access facility, is subject to the rules and specifications the department adopts and publishes in the interest of public safety and convenience.

History: En. Sec. 31, Ch. 263, L. 1955; amd. Sec. 1, Ch. 224, L. 1959; amd. Sec. 53, Ch. 316, L. 1974; R.C.M. 1947, 32-2134(a) thru (d).

61-8-204. Reward for information on injury to or removal of sign or marker. Upon conviction under the provisions of 61-8-713, any person who furnishes information to law enforcement officers leading to the arrest and conviction of the accused person shall be paid a reward from the state highway account in the earmarked revenue fund in the sum of $100.

History: En. Sec. 2, Ch. 184, L. 1965; R.C.M. 1947, 32-2134.2.

61-8-205. Posting of penalties along highways. The department of highways shall post notices of 61-8-713, and the penalties provided for, at locations designated by the department.

History: En. Sec. 3, Ch. 184, L. 1965; amd. Sec. 54, Ch. 316, L. 1974; R.C.M. 1947, 32-2134.3.

61-8-206. Local traffic-control devices. Local authorities in their respective jurisdictions shall place and maintain such traffic-control devices upon highways under their jurisdiction as they may deem necessary to indicate and to carry out the provisions of this chapter or local traffic ordinances or to regulate, warn, or guide traffic. All such traffic-control devices hereafter erected shall conform to the state manual and specifications.

History: En. Sec. Sec. 32, Ch. 263, L. 1955; R.C.M. 1947, 32-2135.

61-8-207. Traffic-control signal legend. Whenever traffic is controlled by traffic-control signals exhibiting the words "Go", "Caution", or "Stop" or exhibiting different colored lights successively one at a time or with arrows, the following colors only shall be used and said terms and lights shall indicate and apply to drivers of vehicles and pedestrians as follows:

(1) Green alone or "Go":

(a) Vehicular traffic facing the signal may proceed straight through or turn left or right unless a sign at such place prohibits either such turn. But vehicular traffic, including vehicles turning right or left, shall yield the right-of-way to other vehicles and to pedestrians lawfully within the intersection of an adjacent crosswalk at the time such signal is exhibited.

(b) Pedestrians facing the signal may proceed across the roadway within any marked or unmarked crosswalk.

(2) Yellow alone or "Caution" when shown following the green or "Go" signal:

(a) Vehicular traffic facing the signal is thereby warned that the red or "Stop" signal will be exhibited immediately thereafter and such vehicular traffic shall not enter or be crossing the intersection when the red or "Stop" signal is exhibited.

(b) Pedestrians facing such signals are thereby advised that there is insufficient time to cross the roadway, and any pedestrian then starting to cross shall yield the right-of-way to all vehicles.

(3) Red alone or "Stop":

(a) Vehicular traffic facing the signal shall stop before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection and shall remain standing until green or "Go" is shown alone or until a right turn can safely be made. In making such turn vehicular traffic must yield the right-of-way to pedestrians lawfully within the crosswalk and to other traffic lawfully using the intersection. If a traffic sign legend indicating that no right turn on red may be made after a stop is posted at said intersection, such movement cannot be made until green or "Go" is shown alone.

(b) No pedestrian facing such signal shall enter the roadway unless he can do so safely and without interfering with any vehicular traffic.

(4) Red with green arrow:

(a) Vehicular traffic facing such signal may cautiously enter the intersection only to make the movement indicated by such arrow but shall yield the right-of-way to pedestrians lawfully within the crosswalk and to other traffic lawfully using the intersection.

(b) No pedestrian facing such signal shall enter the roadway unless he can do so safely and without interfering with any vehicular traffic.

(5) Traffic-control signal at place other than intersection:

(a) In the event an official traffic-control signal is erected and maintained at a place other than an intersection, the provisions of this section shall be applicable except as to those provisions which by their very nature can have no application.

(b) Any stop required shall be made at a sign or marking on the pavement indicating where the stop shall be made, but in the absence of any such sign or marking the stop shall be made at the signal.

History: En. Sec. 34, Ch. 263, L. 1955; amd. Sec. 1, Ch. 211, L. 1963; amd. Sec. 1, Ch. 206, L. 1974; R.C.M. 1947, 32-2137.

61-8-208. Pedestrian control signals. Whenever special pedestrian control signals exhibiting the words "Walk" or "Wait" or "Don't Walk" are in place such signals shall indicate as follows:

(1) Walk. Pedestrians facing such signal may proceed across the roadway in the direction of the signal and shall be given the right-of-way by the drivers of all vehicles.

(2) Wait or Don't Walk. No pedestrian shall start to cross the roadway in the direction of such signal, but any pedestrian who has partially completed his cross-

ing on the walk signal shall proceed to a sidewalk or safety island while the wait signal is showing.

History: En. Sec. 35, Ch. 263, L. 1955; R.C.M. 1947, 32-2138.

61-8-209. Flashing signals. (1) Whenever an illuminated flashing red or yellow signal is used in a traffic sign or signal it shall require obedience by vehicular traffic as follows:

(a) Flashing red (stop signal). When a red lens is illuminated with rapid intermittent flashes, drivers of vehicles shall stop before entering the nearest crosswalk at an intersection or at a limit line when marked or, if none, then before entering the intersection, and the right to proceed shall be subject to the rules applicable after making a stop at a stop sign.

(b) Flashing yellow (caution signal). When a yellow lens is illuminated with rapid intermittent flashes, drivers of vehicles may proceed through the intersection or past such signal only with caution.

(2) This section shall not apply at railroad grade crossings. Conduct of drivers of vehicles approaching railroad grade crossings shall be governed by the rules as set forth in 61-8-347.

History: En. Sec. 36, Ch. 263, L. 1955; amd. Sec. 2, Ch. 169, L. 1957; R.C.M. 1947, 32-2139.

61-8-210. Display of unauthorized signs, signals, or markings. (1) No person shall place, maintain, or display upon or in view of any highway any unauthorized sign, signal, marking, or device which purports to be or is an imitation of or resembles an official traffic-control device or railroad sign, or signal, or which attempts to direct the movement of traffic, or which hides from view or interferes with the effectiveness of any official traffic-control device or any railroad sign or signal.

(2) No person shall place or maintain nor shall any public authority permit upon any highway any traffic sign or signal bearing thereon any commercial advertising.

(3) This section shall not be deemed to prohibit the erection upon private property adjacent to highways of signs giving useful directional information and of a type that cannot be mistaken for official signs.

(4) The prohibition of this section shall not apply to portable "Caution" signs placed in the vicinity of schools at those times during which school children are going to and coming from school.

History: En. Sec. 37, Ch. 263, L. 1955; R.C.M. 1947, 32-2140(a) thru (d).

Part 3

Vehicle Operating Requirements

61-8-301. Reckless driving. (1) A person commits the offense of reckless driving if he:

(a) operates any vehicle in willful or wanton disregard for the safety of persons or property; or

(b) flees or attempts to flee from or elude a peace officer who is lawfully in pursuit and whose vehicle is at the time in compliance with the requirements of 61-9-402.

(2) Each municipality in this state may enact and enforce 61-8-715 and subsection (1) of this section as an ordinance.

History: En. Sec. 40, Ch. 263, L. 1955; amd. Sec. 4, Ch. 201, L. 1957; amd. Sec. 1, Ch. 287, L. 1977; R.C.M. 1947, 32-2143(1), (4).

61-8-302. Careless driving. A person operating or driving a vehicle of any character on a public highway of this state shall drive it in a careful and prudent manner so as not to unduly or unreasonably endanger the life, limb, property, or other rights of a person entitled to the use of the street or highway.

History: En. 32-2143.3 by Sec. 1, Ch. 294, L. 1977; R.C.M. 1947, 32-2143.3.

61-8-303. Speed restrictions — basic rule. (1) A person operating or driving a vehicle of any character on a public highway of this state shall drive it in a careful and prudent manner, and at a rate of speed no greater than is reasonable and proper under the conditions existing at the point of operation, taking into account the amount and character of traffic, condition of brakes, weight of vehicle, grade and width of highway, condition of surface, and freedom of obstruction to view ahead, and he shall drive it so as not to unduly or unreasonably endanger the life, limb, property, or other rights of a person entitled to the use of the street or highway.

(2) Where no special hazard exists that requires lower speed for compliance with subsection (1) of this section, the speed of a vehicle not in excess of the limits specified in this section or established as authorized in 61-8-309, 61-8-310, 61-8-311, and 61-8-313 is lawful, but a speed in excess of those limits is unlawful:

(a) 25 miles per hour in an urban district;

(b) 35 miles per hour on a highway under construction or repair;

(c) 55 miles per hour in other locations during the nighttime, except that the nighttime speed limit on completed sections of interstate highways is 65 miles per hour.

(3) "Daytime" means from one-half hour before sunrise to one-half hour after sunset. "Nighttime" means at any other hour.

(4) The speed limits set forth in this section may be altered by the highway commission as authorized in 61-8-309, 61-8-310, and 61-8-313.

(5) The driver of a vehicle shall, consistent with subsection (1), drive at an appropriate reduced speed when approaching and crossing an intersection or railway grade crossing, when approaching and going around a curve, when approaching a hill crest, when traveling upon a narrow or winding roadway, and when a special hazard exists with respect to pedestrians or other traffic or by reason of weather or highway condition.

History: En. Sec. 41, Ch. 263, L. 1955; amd. Sec. 1, Ch. 190, L. 1967; amd. Sec. 55, Ch. 316, L. 1974; R.C.M. 1947, 32-2144.

61-8-304. Declaration of speed limits — exception to the basic rule. The attorney general shall declare by proclamation filed with the secretary of state a speed limit for all motor vehicles on all public streets and highways in the state whenever the establishment of such a speed limit by the state is required by federal law as a condition to the state's continuing eligibility to receive funds authorized by the Federal Aid Highway Act of 1973 and all acts amendatory thereto or any other federal statute. Such speed limit may not be less than that required by federal law, and the attorney general shall by further proclamation change the speed limit adopted pursuant to this section to comply with federal law. Any proclamation issued pursuant to this section becomes effective at midnight of the day upon which it is filed with the secretary of state. A speed limit imposed pursuant to this section is an exception to the basic rule requirements of 61-8-303 and a speed in excess of the speed limit established pursuant to this section is unlawful notwithstanding any provision of 61-8-303.

History: En. 32-2144.1 by Sec. 1, Ch. 60, L. 1974; R.C.M. 1947, 32-2144.1.

61-8-305. Applicability of conservation speed limit — administrative procedure act not applicable. (1) The provisions of 61-8-304 shall not apply to those public streets and highways for which a speed limit lower than that required by federal law was applicable on March 2, 1974, under any other state, county, municipal, or other local law, ordinance, regulation, or order.

(2) The attorney general shall terminate by proclamation any speed limit proclaimed under 61-8-304 whenever such a speed limit is no longer required by federal law as a condition to the state's continuing eligibility to receive funds authorized by the Federal-Aid Highway Act of 1973 and all acts amendatory thereto or by any other federal statute.

(3) The establishment of a speed limit pursuant to 61-8-304 shall not be subject to the provisions and requirements of the Montana Administrative Procedure Act.

History: En. 32-2144.2, 32-2144.3, 32-2144.4 by Secs. 2, 3, 4, Ch. 60, L. 1974; R.C.M. 1947, 32-2144.2, 32-2144.3, 32-2144.4.

61-8-306. Lower speed limits. Nothing in 61-8-304 through 61-8-307 shall prohibit any state, county, municipal, or other local official, board, or body which has authority to enact laws relating to motor vehicle speed limits from establishing speed limits lower than that required by federal law on any public streets or highways as permitted by law on March 2, 1974.

History: En. 32-2144.5 by Sec. 5, Ch. 60, L. 1974; R.C.M. 1947, 32-2144.5.

61-8-307. Existing statutes not affected. Sections 61-8-304 through 61-8-306 in no way affect traffic control statutes and violations of existing statutes shall be prosecuted solely as provided therein.

History: En. 32-2144.7 by Sec. 7, Ch. 60, L. 1974; R.C.M. 1947, 32-2144.7.

61-8-308. Permission of authorities to hold speed contest. No race or contest for speed shall be held and no person shall engage in or aid or abet in any motor vehicle speed contest or exhibition of speed on a public highway or street without written permission of the authorities of the state, county, or city having jurisdiction and unless the same is fully and efficiently patrolled for the entire distance over which such race or contest for speed is to be held.

History: En. Sec. 1, Ch. 100, L. 1967; R.C.M. 1947, 32-2143.1.

61-8-309. Establishment of special speed zones. (1) If the department of highways determines upon the basis of an engineering and traffic investigation that a speed limit set by 61-8-303 is greater or less than is reasonable or safe under the conditions found to exist at an intersection, curve, dangerous location, or any other part of a highway under its jurisdiction, the commission may set a reasonable and safe special speed limit at that part.

(2) The department shall erect and maintain appropriate signs giving notice of these special limits. When they are erected, the limits are effective at that part at all times, or at other times the commission sets.

(3) The authority of the commission under this section includes the authority to set reduced nighttime speed limits on curves and other dangerous locations.

(4) This section does not authorize the commission to set a state-wide speed limit.

History: En. Sec. 42, Ch. 263, L. 1955; amd. Sec. 1, Ch. 204, L. 1959; amd. Sec. 1, Ch. 178, L. 1961; amd. Sec. 56, Ch. 316, L. 1974; R.C.M. 1947, 32-2145.

61-8-310. When local authorities may and shall alter limits. (1) If a local authority in its jurisdiction determines on the basis of an engineering and traffic investigation that the speed permitted under 61-8-303 and 61-8-309 through 61-8-313 is greater or less than is reasonable and safe under the conditions found to exist upon a highway or part of a highway, the local authority may set a reasonable and safe limit thereon which:

(a) decreases the limit at an intersection;

(b) increases the limit within an urban district, but not to more than 55 miles per hour during the nighttime; or

(c) decreases the limit outside an urban district, but not to less than 35 miles per hour.

(2) A local authority in its jurisdiction shall determine by an engineering and traffic investigation the proper speed for all arterial streets and shall set a reasonable and safe limit thereon which may be greater or less than the speed permitted under 61-8-303 for an urban district.

(3) An altered limit established as authorized under this section is effective at all times or at other times determined by the authority when appropriate signs giving notice of the altered limit are erected upon the highway.

(4) The commission has exclusive jurisdiction to set special speed limits on all federal-aid highways or extensions thereof in all municipalities or urban areas. The commission shall set these limits in accordance with 61-8-309.

History: En. Sec. 43, Ch. 263, L. 1955; amd. Sec. 1, Ch. 89, L. 1971; amd. Sec. 57, Ch. 316, L. 1974; R.C.M. 1947, 32-2146.

61-8-311. Minimum speed regulations. (1) A person may not drive a motor vehicle at a speed slow enough to impede or block the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or in compliance with law.

(2) On a two-lane highway where passing is unsafe because of traffic in the opposite direction or other conditions, a slow-moving vehicle, including a passenger vehicle, behind which four or more vehicles are formed in line shall turn off the roadway at the nearest place designated as a turnout by signs erected by the authority having jurisdiction over the highway or wherever sufficient area for a safe turnout exists in order to permit the vehicles following it to proceed. As used in this section a slow-moving vehicle is one which is proceeding at a rate of speed less than the normal flow of traffic at the particular time and place. The department of highways is authorized to designate and construct such turnouts and to erect signs at appropriate places advising motorists of this statute.

(3) If the department of highways or local authorities within their respective jurisdictions determine on the basis of an engineering and traffic investigation that slow speeds on any part of a highway consistently impede the normal and reasonable movement of traffic, the commission or the local authority may set a minimum speed limit below which a person may not drive a vehicle except when necessary for safe operation or in compliance with law.

History: En. Sec. 44, Ch. 263, L. 1955; amd. Sec. 1, Ch. 387, L. 1973; amd. Sec. 58, Ch. 316, L. 1974; R.C.M. 1947, 32-2147.

61-8-312. Special speed limitations on trucks, truck tractors, motor-driven cycles, and vehicles towing housetrailers. (1) No person shall operate any truck or truck tractor the gross weight of which exceeds 8,000 pounds at a speed greater than 65 miles per hour on those completed sections of interstate and four-lane divided highways and 60 miles per hour on those completed sections of primary and secondary highways. However, the truck nighttime speed limit shall not exceed that of automobiles as stated in 61-8-303.

(2) No person shall operate any motor-driven cycle at any time mentioned in 61-9-201 at a speed greater than 35 miles per hour unless such motor-driven cycle is equipped with a headlamp or lamps which are adequate to reveal a person or vehicle at a distance of 300 feet ahead.

(3) No person shall operate a vehicle which is towing a housetrailer at a speed greater than a maximum of 50 miles per hour.

History: En. Sec. 45, Ch. 263, L. 1955; amd. Sec. 1, Ch. 241, L. 1957; amd. Sec. 1, Ch. 119, L. 1961; amd. Sec. 1, Ch. 253, L. 1971; R.C.M. 1947, 32-2148.

61-8-313. Special speed limitations. (1) A person may not drive a vehicle equipped with solid rubber or cushion tires at a speed greater than 10 miles per hour.

(2) A person may not drive a vehicle over a bridge or other elevated structure constituting a part of a highway at a speed which is greater than the maximum speed which can be maintained with safety to the bridge or structure when the structure is signposted as provided in this section.

(3) The department of highways upon request from a local authority may, or upon its own initiative shall, conduct an investigation of a bridge or other elevated structure constituting a part of a highway, and if it finds on investigation that the structure cannot safely withstand vehicles traveling at the speed otherwise permissible under this chapter, the commission shall set the maximum speed of vehicles which the structure can withstand, and the department shall erect and maintain suitable signs stating the maximum speed at a distance of not less than 100 feet before each end of the structure.

(4) Upon the trial of a person charged with a violation of this section, proof of the setting of the maximum speed by the commission and the existence of the signs is conclusive evidence of the maximum speed which can be maintained with safety to the bridge or structure.

History: En. Sec. 46, Ch. 263, L. 1955; amd. Sec. 59, Ch. 316, L. 1974; R.C.M. 1947, 32-2149.

61-8-314 through 61-8-320 reserved.

61-8-321. Drive on right side of roadway — exceptions. (1) Upon all roadways of sufficient width a vehicle shall be driven upon the right half of the roadway, except as follows:

(a) when overtaking and passing another vehicle proceeding in the same direction under the rules governing such movement;

(b) when the right half of a roadway is closed to traffic while under construction or repair;

(c) upon a roadway divided into three marked lanes for traffic under the rules applicable thereon; or

(d) upon a roadway designated and signposted for one-way traffic.

(2) Upon all roadways any vehicle proceeding at less than the normal speed of traffic at the time and place and under the conditions then existing shall be driven in the right-hand lane then available for traffic, or as close as practicable to the right-hand curb or edge of the roadway except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn at an intersection or into a private road or driveway.

History: En. Sec. 48, Ch. 263, L. 1955; R.C.M. 1947, 32-2151.

61-8-322. Passing vehicles proceeding in opposite directions. Drivers of vehicles proceeding in opposite directions shall pass each other to the right, and upon roadways having width for not more than one line of traffic in each direction each driver shall give to the other at least one-half of the main-traveled portion of the roadway as nearly as possible.

History: En. Sec. 49, Ch. 263, L. 1955; R.C.M. 1947, 32-2152.

61-8-323. Overtaking a vehicle on the left. The following rules shall govern the overtaking and passing of vehicles proceeding in the same direction, subject to those limitations, exceptions, and special rules hereinafter stated:

(1) The driver of a vehicle overtaking another vehicle proceeding in the same direction shall pass to the left thereof at a safe distance and shall not again drive to the right side of the roadway until safely clear of the overtaken vehicle.

(2) Except when overtaking and passing on the right is permitted, the driver of an overtaken vehicle shall give way to the right in favor of the overtaking vehicle on audible signal and shall not increase the speed of his vehicle until completely passed by the overtaking vehicle.

History: En. Sec. 50, Ch. 263, L. 1955; R.C.M. 1947, 32-2153.

61-8-324. When overtaking on right is permitted. (1) The driver of a vehicle may overtake and pass upon the right of another vehicle only under the following conditions:

(a) when the vehicle overtaken is making or about to make a left turn;

(b) upon a street or highway with unobstructed pavement not occupied by parked vehicles of sufficient width for two or more lines of moving vehicles in each direction;

(c) upon a one-way street, or upon any roadway on which traffic is restricted to one direction of movement, where the roadway is free from obstructions and of sufficient width for two or more lines of moving vehicles.

(2) The driver of a vehicle may overtake and pass another vehicle upon the right only under conditions permitting such movement in safety. In no event shall such movement be made by driving off the pavement or main-traveled portion of the roadway.

History: En. Sec. 51, Ch. 263, L. 1955; R.C.M. 1947, 32-2154.

61-8-325. Limitations on overtaking on the left. (1) No vehicle shall be driven to the left side of the center of the roadway in overtaking and passing another vehicle proceeding in the same direction unless such left side is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing to be completely made without interfering with the safe operation of any vehicle approaching from the opposite direction or any vehicle overtaken. In every event the overtaking vehicle must return to the right-hand side of the roadway before coming within 100 feet of any vehicle approaching from the opposite direction.

(2) No vehicle shall at any time be driven to the left side of the roadway under the following conditions:

(a) when approaching the crest of a grade or upon a curve in the highway where the driver's view is obstructed within such distance as to create a hazard in the event another vehicle might approach from the opposite direction;

(b) when approaching within 100 feet of or traversing any intersection or railroad grade crossing;

(c) when the view is obstructed upon approaching within 100 feet of any bridge, viaduct, or tunnel.

(3) The foregoing limitations shall not apply upon a one-way roadway.

History: En. Sec. 52, 53, Ch. 263, L. 1955; R.C.M. 1947, 32-2155, 32-2156.

61-8-326. No-passing zones. (1) The department of highways may determine those portions of a highway where overtaking and passing or driving to the left of the roadway would be especially hazardous, and it may by appropriate signs or markings on the roadway indicate the beginning and end of these zones. When the signs or markings are in place and clearly visible to an ordinarily observant person, every driver of a vehicle shall obey the directions of those signs.

(2) Where signs or markings are in place to define a no-passing zone as set forth in subsection (1) a driver may not drive on the left side of the roadway within the no-passing zone or on the left side of a pavement striping designed to mark the no-passing zone throughout its length.

History: En. Sec. 54, Ch. 263, L. 1955; amd. Sec. 1, Ch. 97, L. 1957; amd. Sec. 60, Ch. 316, L. 1974; R.C.M. 1947, 32-2157.

61-8-327. One-way roadways and rotary traffic islands. (1) The department of highways may designate a highway or a separate roadway under its jurisdiction for one-way traffic and shall erect appropriate signs giving notice of that designation.

(2) Upon a roadway designated and signposted for one-way traffic a vehicle may be driven only in the direction designated.

(3) A vehicle passing around a rotary traffic island may be driven only to the right of such island.

History: En. Sec. 55, Ch. 263, L. 1955; amd. Sec. 61, Ch. 316, L. 1974; R.C.M. 1947, 32-2158.

61-8-328. Driving on roadways laned for traffic. Whenever any roadway has been divided into two or more clearly marked lanes for traffic the following rules, in addition to all others consistent herewith, shall apply:

(1) A vehicle shall be driven as nearly as practicable entirely within a single lane and shall not be moved from such lane until the driver has first ascertained that such movement can be made with safety.

(2) Upon a roadway which is divided into three lanes a vehicle shall not be driven in the center lane except when overtaking and passing another vehicle where the roadway is clearly visible and such center lane is clear of traffic within a safe distance, or in preparation for a left turn or where such center lane is at the time allocated exclusively to traffic moving in the direction the vehicle is proceeding and is signposted to give notice of such allocation.

(3) Official signs may be erected directing slow-moving traffic to use a designated lane or designating those lanes to be used by traffic moving in a particular direction regardless of the center of the roadway and drivers of vehicles shall obey the directions of every such sign.

History: En. Sec. 56, Ch. 263, L. 1955; R.C.M. 1947, 32-2159.

61-8-329. Following too closely. (1) The driver of a motor vehicle shall not follow another vehicle more closely than is reasonable and prudent, having due regard for the speed of such vehicles and the traffic upon and the condition of the highway.

(2) The driver of any truck tractor, truck, or motor vehicle drawing another vehicle when traveling upon a roadway outside of a business or residence district and which is following another truck tractor, truck, or motor vehicle drawing another vehicle shall, whenever conditions permit, leave sufficient space so that an overtaking vehicle may enter and occupy such space without danger, except that this shall not prevent a truck tractor, truck, or motor vehicle drawing another vehicle from overtaking and passing any like vehicle or other vehicle.

(3) Motor vehicles being driven upon any roadway outside of a business or residence district in a caravan or motorcade whether or not towing other vehicles shall be so operated as to allow sufficient space between each such vehicle or combination of vehicles so as to enable any other vehicle to enter and occupy such space without danger. This provision shall not apply to funeral processions.

History: En. Sec. 57, Ch. 263, L. 1955; R.C.M. 1947, 32-2160.

61-8-330. Driving on divided highways. Whenever any highway has been divided into two roadways by leaving an intervening space or by physical barrier or clearly indicated dividing section so constructed as to impede vehicular traffic, every vehicle shall be driven only upon the right-hand roadway and no vehicle shall be driven over, across, or within any such dividing space, barrier, or section except through an opening in such physical barrier or dividing section or space or at a crossover or intersection established by public authority.

History: En. Sec. 58, Ch. 263, L. 1955; R.C.M. 1947, 32-2161.

61-8-331. Restricted and controlled access. (1) No person shall drive a vehicle onto or from any controlled-access roadway except at such entrances and exits as are established by public authority.

(2) On any controlled-access highway or facility it is unlawful for any person to:

(a) drive a vehicle over, upon, or across any curb, central dividing section, or other separation or dividing line;

(b) make a left turn or a semicircular or U-turn except through an opening provided for that purpose in the dividing curb, section, separation, or line;

(c) drive any vehicle except in the proper lane, in the proper direction, and to the right of the central dividing curb, separation, section, or line;

(d) drive any vehicle from a local service road except through an opening provided for that purpose in the dividing curb, section, or line which separates the service road from the highway or facility;

(e) construct, operate, or maintain any road or private driveway connecting with the highway or facility without first obtaining permission in writing from the highway authority having jurisdiction and, with the exception of an interstate highway, from the local governing body.

History: (1)En. Sec. 59, Ch. 263, L. 1955; Sec. 32-2162, R.C.M. 1947; (2)En. Sec. 10-111, Ch. 197, L. 1965; Sec. 32-4311, R.C.M. 1947; R.C.M. 1947, 32-2162, 32-4311(1).

61-8-332. Restrictions on use of controlled-access roadway. (1) The department of highways may by rule and local authorities may by ordinance prohibit the use of a controlled-access highway under their respective jurisdictions by pedestrians, bicycles, or other nonmotorized traffic or by a person operating a motor-driven cycle.

(2) The department or the local authority which adopts the prohibitory regulation shall erect and maintain official signs on the controlled-access roadway on which these regulations are applicable. It is unlawful for a person to violate the restrictions stated on those signs.

History: En. Sec. 60, Ch. 263, L. 1955; amd. Sec. 62, Ch. 316, L. 1974; R.C.M. 1947, 32-2163.

61-8-333. Required position and method of turning at intersections — signs. (1) The driver of a vehicle intending to turn at an intersection shall do so as follows:

(a) Right turns. Both the approach for a right turn and a right turn shall be made as close as practicable to the right-hand curb or edge of the roadway.

(b) Left turn on two-way roadways. At any intersection where traffic is permitted to move in both directions on each roadway entering the intersection, an approach for a left turn shall be made in that portion of the right half of the roadway nearest the center line thereof and by passing to the right of such center line where it enters the intersection and after entering the intersection the left turn shall be made so as to leave the intersection to the right of the center line of the roadway being entered. Whenever practicable the left turn shall be made in that portion of the intersection to the left of the center of the intersection.

(c) Left turns on other than two-way roadways. At any intersection where traffic is restricted to one direction on one or more of the roadways, the driver of a vehicle intending to turn left at any such intersection shall approach the intersection in the extreme left-hand lane lawfully available to traffic moving in the direction of travel of such vehicle and after entering the intersection the left turn shall be made so as to leave the intersection, as nearly as practicable, in the left-hand lane lawfully available to traffic moving in such direction upon the roadway being entered.

(2) Local authorities in their respective jurisdictions may cause markers, buttons, or signs to be placed within or adjacent to intersections and thereby require and direct that a different course from that specified in this section be traveled by vehicles turning at an intersection, and when markers, buttons, or signs are so placed no driver of a vehicle shall turn a vehicle at an intersection other than as directed and required by such markers, buttons, or signs.

History: En. Sec. 61, Ch. 263, L. 1955; R.C.M. 1947, 32-2164.

61-8-334. Turning on curve or crest of grade prohibited. No vehicle shall be turned so as to proceed in the opposite direction upon any curve or upon the approach to or near the crest of a grade where such vehicle cannot be seen by the driver of any other vehicle approaching from either direction within 500 feet.

History: En. Sec. 62, Ch. 263, L. 1955; R.C.M. 1947, 32-2165.

61-8-335. Starting parked vehicle. No person shall start a vehicle which is stopped, standing, or parked unless and until such movement can be made with reasonable safety.

History: En. Sec. 63, Ch. 263, L. 1955; R.C.M. 1947, 32-2166.

61-8-336. Turning movements and required signals. (1) No person shall turn a vehicle at an intersection unless the vehicle is in proper position upon the roadway as required by 61-8-333 or turn a vehicle to enter a private road or driveway or otherwise turn a vehicle from a direct course or move right or left upon a roadway unless and until such movement can be made with reasonable safety. No person shall so turn any vehicle without giving an appropriate signal in the manner hereinafter provided in the event any other traffic may be affected by such movement.

(2) A signal of intention to turn right or left when required shall be given continuously during not less than the last 100 feet traveled by the vehicle before turning.

(3) No person shall stop or suddenly decrease the speed of a vehicle without first giving an appropriate signal in the manner provided herein to the driver of any vehicle immediately to the rear when there is opportunity to give such signal.

History: En. Sec. 64, Ch. 263, L. 1955; R.C.M. 1947, 32-2167.

61-8-337. Signals by hand and arm or signal device. (1) Any stop or turn signal when required herein shall be given either by means of the hand and arm or by a signal lamp or lamps, except as otherwise provided in subsection (2).

(2) Any motor vehicle in use on a highway shall be equipped with and required signal shall be given by a signal lamp or lamps when the distance from the center of the top of the steering post to the left outside limit of the body, cab, or load of such motor vehicle exceeds 24 inches or when the distance from the center of the top of the steering post to the rear limit of the body or load thereof exceeds 14 feet. The latter measurement shall apply to any single vehicle, also to any combination of vehicles.

History: En. Sec. 65, Ch. 263, L. 1955; amd. Sec. 1, Ch. 105, L. 1957; R.C.M. 1947, 32-2168.

61-8-338. Method of giving hand-and-arm signals. All signals herein required given by hand and arm shall be given from the left side of the vehicle in the following manner and such signals shall indicate as follows:
(1) Left turn. Hand and arm extended horizontally.
(2) Right turn. Hand and arm extended upward.
(3) Stop or decrease speed. Hand and arm extended downward.

History: En. Sec. 66, Ch. 263, L. 1955; R.C.M. 1947, 32-2169.

61-8-339. Vehicle approaching or entering intersection. (1) When two vehicles enter or approach an intersection from different highways at approximately the same time, the driver of the vehicle on the left shall yield the right-of-way to the vehicle on the right.

(2) The right-of-way rule declared in subsection (1) is modified at through highways and otherwise as hereinafter stated in this [article].

History: En. Sec. 67, Ch. 263, L. 1955; amd. Sec. 1, Ch. 175, L. 1965; R.C.M. 1947, 32-2170.

61-8-340. Vehicle turning left at intersection. The driver of a vehicle within an intersection intending to turn to the left shall yield the right-of-way to any vehicle approaching from the opposite direction which is within the intersection or so close thereto as to constitute an immediate hazard, but said driver, having so yielded and having given a signal when and as required by this chapter, may make such left turn and the drivers of all other vehicles approaching the intersection from said opposite direction shall yield the right-of-way to the vehicle making the left turn. The provisions of this section shall not be applicable where it is otherwise directed by appropriate signs or signals.

History: En. Sec. 68, Ch. 263, L. 1955; R.C.M. 1947, 32-2171.

61-8-341. Vehicle entering through highway or stop intersection. (1) The driver of a vehicle shall stop as required by 61-8-344 at the entrance to a through highway and shall yield the right-of-way to other vehicles which have entered the intersection from said through highway or which are approaching so closely on said through highway as to constitute an immediate hazard, but said driver having so yielded may proceed and the drivers of all other vehicles approaching the intersection on said through highway shall yield the right-of-way to the vehicle so proceeding into or across the through highway.

(2) The driver of a vehicle shall likewise stop in obedience to a stop sign as required herein at an intersection where a stop sign is erected at one or more entrances thereto although not a part of a through highway and shall proceed cautiously, yielding to vehicles not so obliged to stop which are within the intersection or approaching so closely as to constitute an immediate hazard, but may then proceed.

History: En. Sec. 69, Ch. 263, L. 1955; amd. Sec. 3, Ch. 169, L. 1957; R.C.M. 1947, 32-2172.

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61-8-342. Vehicles approaching "Yield" sign. When the intersection is designated by the department of highways, or the local authority having jurisdiction, as a "Yield" intersection, the driver of a vehicle approaching the "Yield" sign shall slow to a speed of not more than 15 miles per hour and yield right-of-way to all vehicles approaching from the right or left on the intersecting roads or streets which are so close as to constitute an immediate hazard. If a driver is involved in a collision at an intersection or interferes with the movement of other vehicles after driving past a "Yield" sign, such collision or interference shall be deemed evidence of the driver's failure to yield right-of-way.

History: En. Sec. 71, Ch. 263, L. 1955; amd. Sec. 1, Ch. 96, L. 1963; amd. Sec. 63, Ch. 316, L. 1974; R.C.M. 1947, 32-2174.

61-8-343. Vehicle entering highway from private road, driveway, or public approach ramp. The driver of a vehicle about to enter or cross a highway from a private road, driveway, or public approach ramp shall yield the right-of-way to all vehicles approaching on said highway.

History: En. Sec. 70, Ch. 263, L. 1955; amd. Sec. 1, Ch. 52, L. 1965; R.C.M. 1947, 32-2173.

61-8-344. Vehicles to stop at stop signs. (1) The department of highways with reference to state highways and local authorities with reference to other highways under their jurisdiction may designate through highways and erect stop signs at specified entrances to these highways or may designate an intersection as a stop intersection and erect similar signs at one or more entrances to that intersection.

(2) The sign shall bear the word "Stop" in letters not less than 8 inches in height, and it shall be made luminous at nighttime by steady or flashing internal illumination or by a fixed floodlight projected on the face of the sign or by efficient reflecting elements on the face of the sign.

(3) The stop sign shall be erected as near as practicable to the nearest line of the crosswalk on the near side of the intersection or, if there is no crosswalk, then as close as practicable to the nearest line of the roadway.

(4) A driver of a vehicle approaching a stop sign shall stop before entering the crosswalk on the near side of the intersection or, in the event there is no crosswalk, he shall stop at a clearly marked stop line, but if none, then at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering the intersection except when directed to proceed by a police officer or highway patrolman or traffic-control signal.

History: En. Sec. 92, Ch. 263, L. 1955; amd. Sec. 65, Ch. 316, L. 1974; R.C.M. 1947, 32-2195.

61-8-345. Stop before emerging from alley, driveway, or building. The driver of a vehicle within a business or residence district emerging from an alley, driveway, or building shall stop such vehicle immediately prior to driving onto a sidewalk or onto the sidewalk area extending across any alleyway or driveway and shall yield the right-of-way to any pedestrian as may be necessary to avoid collision, and upon entering the roadway shall yield the right-of-way to all vehicles approaching on said roadway.

History: En. Sec. 93, Ch. 263, L. 1955; R.C.M. 1947, 32-2196.

61-8-346. Operation of vehicles on approach of police vehicles or authorized emergency vehicles. (1) Upon the immediate approach of an authorized emergency vehicle making use of audible and visual signals meeting the requirements of 61-9-402 or of a police vehicle properly and lawfully making use of an audible signal only, the driver of every other vehicle shall yield the right-of-way and shall immediately drive to a position parallel to, and as close as possible to, the right-hand edge or curb of the roadway clear of any intersection and shall stop and remain in such position until the police vehicle or authorized emergency vehicle has passed, except when otherwise directed by a police officer or highway patrolman.

(2) This section shall not operate to relieve the driver of a police vehicle or authorized emergency vehicle from the duty to drive with due regard for the safety of all persons using the highway.

History: En. Sec. 72, Ch. 263, L. 1955; amd. Sec. 4, Ch. 169, L. 1957; amd. Sec. 3, Ch. 153, L. 1975; R.C.M. 1947, 32-2175.

61-8-347. Obedience to signal indicating approach of train. (1) Whenever any person driving a vehicle approaches a railroad grade crossing under any of the circumstances stated in this section, the driver of such vehicle shall stop within 50 feet but not less than 15 feet from the nearest rail of such railroad, and shall not proceed until he can do so safely. The foregoing requirements shall apply when:

(a) a clearly visible electric or mechanical signal device gives warning of the immediate approach of a railroad train;

(b) a crossing gate is lowered or when a human flagman gives or continues to give a signal of the approach or passage of a railroad train;

(c) a railroad train approaching within approximately 1,500 feet of the highway crossing emits a signal audible from such distance and such railroad train, by reason of its speed or nearness to such crossing, is an immediate hazard;

(d) an approaching railroad train is plainly visible and is in hazardous proximity to such crossing.

(2) No person shall drive any vehicle through, around, or under any crossing gate or barrier at a railroad crossing while such gate or barrier is closed or is being opened or closed.

History: En. Sec. 88, Ch. 263, L. 1955; R.C.M. 1947, 32-2191.

61-8-348. All vehicles to stop at certain railroad grade crossings. The department of highways and local authorities may designate particularly dangerous highway grade crossings of railroads and erect stop signs at these crossings. When these stop signs are erected, the driver of a vehicle shall stop within 50 feet but not less than 15 feet from the nearest rail of the railroad and shall proceed only upon exercising due care.

History: En. Sec. 89, Ch. 263, L. 1955; amd. Sec. 64, Ch. 316, L. 1974; R.C.M. 1947, 32-2192.

61-8-349. Certain vehicles to stop at all railroad grade crossings. (1) All persons driving motor vehicles upon the public highways of this state outside of corporate limits of incorporated cities or towns where the view is obscure or when a moving train is within sight or hearing shall bring said vehicle to a full stop not less than 10 or more than 100 feet from where said highway intersects railroad tracks within this state, before crossing the same, at all crossings where a flagman or a mechanical device is not maintained to warn the traveling public of approaching trains or cars.

(2) The driver of any motor vehicle carrying passengers for hire or of any school bus or of any vehicle carrying explosive substances or flammable liquids as a cargo or part of a cargo, before crossing at grade any track or tracks of a railroad, shall stop such vehicle within 50 feet but not less than 15 feet from the nearest rail of such railroad and while so stopped shall open the door (in the case of a school bus) and shall listen and look in both directions along such track for any approaching train, and for signals indicating the approach of a train, except as hereinafter provided, and shall not proceed until he can do so safely. After stopping as required herein and upon proceeding when it is safe to do so, the driver of any said vehicle shall cross only in such gear of the vehicle that there will be no necessity for changing gears while traversing such crossings and the driver shall not shift gears while crossing the track or tracks.

(3) No stop need be made at any such crossing where a police officer or highway patrolman or traffic-control signal directs traffic to proceed.

(4) This section shall not apply at street-railway grade crossings within a business or residence district.

History: (1)En. Sec. 1, Ch. 151, L. 1919; re-en. Sec. 3842, R.C.M. 1921; re-en. Sec. 3842, R.C.M. 1935; amd. Sec. 1, Ch. 115, L. 1957; amd. Sec. 20, Ch. 315, L. 1974; Sec. 72-164, R.C.M. 1947; (2) thru (4)Ap p. Sec. 90, Ch. 263, L. 1955; amd. Sec. 1, Ch. 244, L. 1977; Sec. 32-2193, R.C.M. 1947; Ap. p. Sec. 284, Ch. 5, L. 1971; Sec. 75-7007, R.C.M. 1947; R.C.M. 1947, 32-2193, 72-164(part), 75-7007(part).

61-8-350. Moving heavy equipment at railroad grade crossings. (1) No person shall operate or move any crawler-type tractor, steam shovel, derrick, roller, or any equipment or structure having a normal operating speed of 10 or less miles per hour or a vertical body or load clearance of less than one-half inch per foot of the distance between any two adjacent axles or in any event of less than 9 inches, measured above the level surface of a roadway, upon or across any tracks at a railroad grade crossing without first complying with this section.

(2) Notice of any such intended crossing shall be given to a station agent of such railroad and reasonable time be given to such railroad to provide proper protection at such crossing.

(3) Before making any such crossing the person operating or moving any such vehicle or equipment shall first stop the same not less than 15 feet or more than 50 feet from the nearest rail of such railroad and while so stopped shall listen and look in both directions along such track for any approaching train and for signals indicating the approach of a train, and shall not proceed until the crossing can be made safely.

(4) No such crossing shall be made when warning is given by automatic signal or crossing gates or a flagman or otherwise of the immediate approach of a railroad train or car. If a flagman is provided by the railroad, movement over the crossing shall be under his direction.

History: En. Sec. 91, Ch. 263, L. 1955; R.C.M. 1947, 32-2194.

61-8-351. Meeting or passing school bus. (1) The driver of a vehicle upon a highway outside the corporate limits of any city or town upon meeting or overtaking from either direction any school bus which has stopped on the highway for the purpose of receiving or discharging any school children shall stop the vehicle not less than 10 feet before reaching such school bus when there is in operation on said bus a visual flashing red signal as specified in 61-9-402 and said driver shall not proceed until the children have entered the school bus or have alighted and reached the side of the highway on which they live and until such school bus resumes motion or the driver has signaled traffic to proceed. In addition the driver of a vehicle must slow and proceed with caution when meeting or overtaking from either direction any school bus which is preparing to stop on the highway for the purpose of receiving or discharging any school children as indicated by flashing amber lights as specified in 61-9-402.

(2) Every bus used for the transportation of school children shall bear upon the front and rear thereof plainly visible signs containing the words "SCHOOL BUS" in letters not less than 8 inches in height, and in addition shall be equipped with visual signals meeting the requirements of 61-9-402. Amber flashing lights shall be actuated by the driver approximately 500 feet before the bus is stopped to receive or discharge school children on the highway. Red lights shall be actuated by the driver of said school bus whenever but only whenever such vehicle is stopped on the highway for the purpose of receiving or discharging school children.

(3) When a school bus is being operated upon a highway for purposes other than the actual transportation of children either to or from school all markings thereon indicating "SCHOOL BUS" shall be covered or concealed.

(4) The driver of a vehicle upon a highway with separate roadways need not stop upon meeting or passing a school bus which is on a different roadway or when upon a controlled-access highway and the school bus is stopped in a loading zone which is a part of or adjacent to such highway and where pedestrians are not permitted to cross the roadway.

History: Ap. p. Sec. 94, Ch. 263, L. 1955; amd. Sec. 1, Ch. 100, L. 1961; amd. Sec. 2, Ch. 250, L. 1965; amd. Sec. 1, Ch. 45, L. 1971; amd. Sec. 2, Ch. 244, L. 1977; Sec. 32-2197, R.C.M. 1947; Ap. p. Sec. 284, Ch. 5, L. 1971; Sec. 75-7007, R.C.M. 1947; R.C.M. 1947, 32-2197, 75-7007(part).

61-8-352. Prohibited operation of special lighting equipment on school buses. It shall be unlawful to operate any flashing prewarning or warning signal light on any school bus except when the school bus is preparing to stop or is stopped on a highway for the purpose of permitting school children to board or alight from said school bus.

History: Ap. p. Sec. 95, Ch. 263, L. 1955; amd. Sec. 3, Ch. 250, L. 1965; Sec. 32-2198, R.C.M. 1947; Ap. p. Sec. 284, Ch. 5, L. 1971; Sec. 32-2198, R.C.M. 1947; R.C.M. 1947, 32-2198, 75-7007(part).

61-8-353. Stopping, standing, or parking outside of business or residence districts. (1) Upon any highway outside of a business or residence district no person shall stop, park, or leave standing any vehicle, whether attended or unattended, upon the paved or main-traveled part of the highway when it is practical to stop, park, or so leave such vehicle off such part of said highway, but in every event an unobstructed width of the highway opposite a standing vehicle shall be left for the free passage of other vehicles. No person shall stop, stand, or park any vehicle upon such highway unless such vehicle can be seen by the driver of any other vehicle approaching from either direction within 500 feet and unless drivers approaching from opposite directions are visible to each other when both are at least 500 feet from the vehicle to be stopped, turned, or parked, except in cases of justifiable emergency.

(2) This section shall not apply to the driver of any vehicle which is disabled while on the paved or main-traveled portion of a highway in such manner and to such extent that it is impossible to avoid stopping and temporarily leaving such disabled vehicle in such position.

History: En. Sec. 96, Ch. 263, L. 1955; R.C.M. 1947, 32-2199.

61-8-354. Stopping, standing, or parking prohibited in specified places. (1) No person shall stop, stand, or park a vehicle, except when necessary to avoid conflict with other traffic or in compliance with law or the directions of a police officer or highway patrolman or traffic-control device, in any of the following places:

(a) on a sidewalk;

(b) in front of a public or private driveway;

(c) within an intersection;

(d) within 15 feet of a fire hydrant;

(e) on a crosswalk;

(f) within 20 feet of a crosswalk at an intersection;

(g) within 30 feet upon the approach to any flashing beacon, stop sign, or traffic-control signal located at the side of a roadway;

(h) between a safety zone and the adjacent curb or within 30 feet of points on the curb immediately opposite the ends of a safety zone, unless the local authorities indicate a different length by signs or markings;

(i) within 50 feet of the nearest rail of a railroad crossing;

(j) within 20 feet of the driveway entrance to any fire station and on the side of a street opposite the entrance to any fire station within 75 feet of said entrance when properly signposted;

(k) alongside or opposite any street excavation or obstruction when stopping, standing, or parking would obstruct traffic;

(l) on the roadway side of any vehicle stopped or parked at the edge or curb of a street;

(m) upon any bridge or other elevated structure upon a highway or within a highway tunnel;

(n) at any place where official signs prohibit stopping.

(2) No person shall move a vehicle not lawfully under his control into any such prohibited area or away from a curb such distance as is unlawful.

History: En. Sec. 98, Ch. 263, L. 1955; R.C.M. 1947, 32-21-101.

61-8-355. Additional parking regulations. (1) Except as otherwise provided in this section, a vehicle stopped or parked upon a roadway where there are adjacent curbs shall be stopped or parked with the right-hand wheels of the vehicle parallel to and within 18 inches of the right-hand curb.

(2) A local authority may by ordinance permit parking of a vehicle with the left-hand wheels adjacent to and within 18 inches of the left-hand curb of a one-way roadway.

(3) A local authority may by ordinance permit angle parking on a roadway, except that angle parking shall not be permitted on any federal-aid or state highway unless the department of highways determines that the roadway is of sufficient width to permit angle parking without interfering with the free movement of traffic.

(4) The department with respect to highways under its jurisdiction may place signs prohibiting or restricting the stopping, standing, or parking of vehicles on a highway where in its opinion this stopping, standing, or parking is dangerous to those using the highway or where the stopping, standing, or parking of vehicles would unduly interfere with the free movement of traffic on it. These signs shall be official signs, and a person may not stop, stand, or park a vehicle in violation of the restrictions stated on these signs.

History: En. Sec. 99, Ch. 263, L. 1955; amd. Sec. 66, Ch. 316, L. 1974; R.C.M. 1947, 32-21-102.

61-8-356. Prohibition against parking or leaving vehicles on public property. No vehicle shall be parked or left standing upon the right-of-way of any public highway for a period longer than 48 hours, or upon a city street, or any state, county, or city property for a period longer than 5 days.

History: En. Sec. 1, Ch. 288, L. 1967; amd. Sec. 1, Ch. 169, L. 1969; R.C.M. 1947, 53-901.

61-8-357. Unattended motor vehicles. No person driving or in charge of a motor vehicle shall permit it to stand unattended without first stopping the engine and effectively setting the brake thereon and, when standing upon any grade, turning the front wheels to the curb or side of the highway in such a manner as to prevent the vehicle from rolling onto the roadway.

History: En. Sec. 100, Ch. 263, L. 1955; R.C.M. 1947, 32-21-103.

61-8-358. Limitations on backing. The driver of a vehicle shall not back the same unless such movement can be made with reasonable safety and without interfering with other traffic.

History: En. Sec. 101, Ch. 263, L. 1955; R.C.M. 1947, 32-21-104.

61-8-359. Riding on motorcycles. (1) A person operating a motorcycle on public streets or highways shall ride only upon the permanent and regular seat attached thereto, and such operator shall not carry any other person; nor shall any other person ride on a motorcycle unless such motorcycle is designed to carry more than one person, in which event a passenger may ride upon the permanent and regular seat if designed for two persons or upon another seat firmly attached to the rear or side of the operator.

(2) No passenger shall be carried in a position that will interfere with the operation of the motorcycle or the view of the operator.

(3) No person operating a motorcycle shall carry any packages, bundles, or articles which would interfere with the operation of said vehicle in a safe and prudent manner.

(4) "Side saddle" riding on a motorcycle is prohibited.

(5) Motorcycles are to be operated with lights on at all times when operated on any public highway or street.

(6) Not more than two motorcycles shall be operated side by side in a single traffic lane.

(7) All motor vehicles, including motorcycles, are entitled to the full use of a traffic lane, and no vehicle shall be driven or operated in such a manner so as to deprive any other vehicle of the full use of a traffic lane, except that motorcycles may, with the consent of both drivers, be operated not more than two abreast in a single traffic lane.

(8) Every person riding a motorcycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a motor vehicle except as to those provisions which, by their nature, can have no application.

History: En. Sec. 102, Ch. 263, L. 1955; amd. Sec. 1, Ch. 175, L. 1967; R.C.M. 1947, 32-21-105.

61-8-360. Obstruction to driver's view or driving mechanism. (1) No person shall drive a vehicle when it is so loaded, or when there are in the front seat such number of persons exceeding three, as to obstruct the view of the driver to the front or sides of the vehicle or as to interfere with the driver's control over the driving mechanism of the vehicle.

(2) No passenger in a vehicle shall ride in such position as to interfere with the driver's view ahead or to the sides or to interfere with his control over the driving mechanism of the vehicle.

History: En. Sec. 103, Ch. 263, L. 1955; R.C.M. 1947, 32-21-106.

61-8-361. Driving on mountain highways. The driver of a motor vehicle traveling through defiles or canyons or on mountain highways shall hold such motor vehicle under control and as near the right-hand edge of the highway as reasonably possible.

History: En. Sec. 104, Ch. 263, L. 1955; R.C.M. 1947, 32-21-107.

61-8-362. Coasting prohibited. The driver of any motor vehicle when traveling upon a downgrade shall not coast with the gears of such vehicle in neutral or with the clutch manually disengaged.

History: En. Sec. 105, Ch. 263, L. 1955; R.C.M. 1947, 32-21-108.

61-8-363. Following fire apparatus prohibited. The driver of any vehicle other than one on official business shall not follow any fire apparatus traveling in response to a fire alarm closer than 500 feet or drive into or park such vehicle within the block where fire apparatus has stopped in answer to a fire alarm.

History: En. Sec. 106, Ch. 263, L. 1955; R.C.M. 1947, 32-21-109.

61-8-364. Crossing firehose. No vehicle shall be driven over any unprotected hose of a fire department when laid down on any street or private driveway, to be used at any fire or alarm of fire, without the consent of the fire department official in command.

History: En. Sec. 107, Ch. 263, L. 1955; R.C.M. 1947, 32-21-110.

61-8-365. Putting refuse on highway prohibited. (1) No person shall throw or deposit upon any highway any glass bottles, glass, nails, tacks, wire, cans, or any other substance likely to injure any person, animal, or vehicle upon such highway.

(2) Any person who drops or permits to be dropped or thrown upon any highway any destructive or injurious material shall immediately remove the same or cause it to be removed.

(3) Any person removing a wrecked or damaged vehicle from a highway shall remove any glass or other injurious substance dropped upon the highway from such vehicle.

History: En. Sec. 108, Ch. 263, L. 1955; R.C.M. 1947, 32-21-111.

61-8-366. Riding on fenders or running boards prohibited. Any person driving a vehicle shall not permit passengers to ride on the fenders or running boards, nor shall any passenger ride on the fenders or running boards of a vehicle.

History: En. Sec. 109, Ch. 263, L. 1955; R.C.M. 1947, 32-21-112.

61-8-367. Riding in housetrailers. No person or persons may occupy a housetrailer while it is being moved upon a public highway unless the trailer is of a semitrailer design where some part of its own weight and that of its cargo rests upon or is carried by its towing unit through the use of a fifth-wheel type trailer hitch mounted on no less than a one-half ton rated truck.

History: En. Sec. 109.1, Ch. 263, L. 1955, as added by Sec. 1, Ch. 167, L. 1957; amd. Sec. 1, Ch. 21, L. 1975; R.C.M. 1947, 32-21-112.1.

61-8-368. Opening and closing vehicle doors. No person shall open the door of a motor vehicle on the side available to moving traffic unless and until it is reasonably safe to do so, nor shall any person leave a door open on the side of a vehicle available to moving traffic for a period of time longer than necessary to load or unload passengers.

History: En. Sec. 109.2, Ch. 263, L. 1955, as added by Sec. 1, Ch. 167, L. 1957; R.C.M. 1947, 32-21-112.2.

61-8-369. Shooting from or across highway. No person shall shoot any firearm from or across the roadway of any state or federal highway or county road.

History: En. Sec. 110, Ch. 263, L. 1955; amd. Sec. 1, Ch. 25, L. 1974; R.C.M. 1947, 32-21-113.

Part 4

Driving Under Influence of Alcohol or Drugs

61-8-401. Persons under the influence of alcohol or drugs. (1) It is unlawful and punishable as provided in 61-8-714(1) for any person who is under the influence of alcohol or any narcotic drug or any other drug to a degree which renders him incapable of safely driving a motor vehicle to drive or be in actual physical control of a motor vehicle within this state. The fact that any person charged with a violation of this subsection is or has been entitled to use such a drug under the laws of this state does not constitute a defense against any charge of violating this subsection.

(2) In any criminal prosecution for a violation of subsection (1) of this section relating to driving a vehicle while under the influence of alcohol, the amount of alcohol in the defendant's blood at the time alleged, as shown by chemical analysis of the defendant's blood, urine, breath, or other bodily substance, shall give rise to the following presumptions:

(a) If there was at that time 0.05% or less by weight of alcohol in the defendant's blood, it shall be presumed that the defendant was not under the influence of alcohol.

(b) If there was at that time in excess of 0.05% but less than 0.10% by weight of alcohol in the defendant's blood, such fact shall not give rise to any presumption that the defendant was or was not under the influence of alcohol, but such fact may be considered with other competent evidence in determining the guilt or innocence of the defendant.

(c) If there was at that time 0.10% or more by weight of alcohol in the defendant's blood, it shall be presumed that the defendant was under the influence of alcohol.

(3) Percent by weight of alcohol in the blood shall be based upon grams of alcohol per 100 cubic centimeters of blood.

(4) Each municipality in this state is given authority to enact 61-8-714 and subsections (1) through (3) of this section, with the word "state" in the first sentence of subsection (1) of this section changed to read "municipality", as an ordinance and is given jurisdiction of the enforcement of the ordinance and of the imposition of the fines and penalties therein provided.

History: En. Sec. 39, Ch. 263, L. 1955; amd. Sec. 1, Ch. 194, L. 1957; amd. Sec. 3, Ch. 201, L. 1957; amd. Sec. 1, Ch. 109, L. 1961; amd. Sec. 1, Ch. 132, L. 1971; amd. Sec. 1, Ch. 289, L. 1977; amd. Sec. 1, Ch. 430, L. 1977; R.C.M. 1947, 32-2142(part).

61-8-402. Chemical blood, breath, or urine tests. (1) Any person who operates a motor vehicle upon the public highways of this state shall be deemed to have given consent, subject to the provisions of 61-8-401, to a chemical test of his blood, breath, or urine for the purpose of determining the alcoholic content of his blood if arrested by a peace officer for driving or in actual physical control of a motor vehicle while under the influence of intoxicating liquor. The test shall be administered at the direction of a peace officer having reasonable grounds to believe the person to have been driving or in actual physical control of a motor vehicle upon the public highways of this state while under the influence of intoxicating liquor. The arresting officer may designate which one of the aforesaid tests shall be administered.

(2) Any person who is unconscious or who is otherwise in a condition rendering him incapable of refusal, shall be deemed not to have withdrawn the consent provided by subsection (1) of this section.

(3) If a person under arrest refuses upon the request of a peace officer to submit to a chemical test designated by the arresting officer as provided in subsection (1) of this section, none shall be given, but the division, upon the receipt of a sworn report of the peace officer that he had reasonable grounds to believe the arrested person had been driving or was in actual physical control of a motor vehicle upon the public highways of this state while under the influence of intoxicating liquor and that the person had refused to submit to the test upon the request of

the peace officer, shall suspend the license or driving privilege of such person on the highways of this state for a period of 60 days. Like refusal by a nonresident shall be subject to suspension by the division in like manner. All such suspensions are subject to review as hereinafter provided.

History: **En. Sec. 1, Ch. 131, L. 1971; R.C.M. 1947, 32-2142.1.**

61-8-403. Right of appeal to court. The division shall immediately notify any person whose license or privilege to drive has been suspended, as hereinbefore authorized, in writing and such person shall have the right to file a petition within 30 days thereafter for a hearing in the matter in the district court in the county wherein such person shall reside. Such court is hereby vested with jurisdiction and it shall be its duty to set the matter for hearing upon 30 days' written notice to the county attorney of the county wherein the appeal is filed and such county attorney shall represent the state, and thereupon the court shall take testimony and examine into the facts of the case, except that the issues shall be limited to whether a peace officer had reasonable grounds to believe the person had been driving or was in actual physical control of a vehicle upon the public highways while under the influence of intoxicating liquor, whether the person was placed under arrest, and whether such person refused to submit to the test. The court shall thereupon determine whether the petitioner is entitled to a license or is subject to suspension as heretofore provided.

History: **En. Sec. 2, Ch. 131, L. 1971; R.C.M. 1947, 32-2142.2(a).**

61-8-404. Evidence admissible. (1) Upon the trial of any criminal action or proceeding arising out of acts alleged to have been committed by any person while driving or in actual physical control of a motor vehicle while under the influence of intoxicating liquor, evidence of the amount of alcohol in the person's blood at the time of the act alleged as shown by a chemical analysis of his blood, breath, or urine is admissible.

(2) If the person under arrest refused to submit to the test as hereinabove provided, proof of refusal shall be admissible in any criminal action or proceeding arising out of acts alleged to have been committed while the person was driving or in actual physical control of a motor vehicle upon the public highways while under the influence of intoxicating liquor.

(3) The provisions of this part do not limit the introduction of any other competent evidence bearing on the question of whether the person was under the influence of intoxicating liquor.

History: **En. Sec. 2, Ch. 131, L. 1971; R.C.M. 1947, 32-2142.2(b) thru (d).**

61-8-405. Administration of tests. (1) Only a physician or registered nurse acting at the request of a peace officer may withdraw blood for the purpose of determining the alcoholic content therein. This limitation shall not apply to the taking of breath or urine specimens.

(2) The person tested may, at his own expense, have a physician or registered nurse of his own choosing administer a test, in addition to any administered at the direction of a peace officer, for the purpose of determining the amount of alcohol in his blood at the time alleged as shown by chemical analysis of his blood, breath, or urine. The failure or inability to obtain an additional test by a person shall not preclude the admissibility in evidence of the test taken at the direction of a peace officer.

(3) Upon the request of the person tested full information concerning the test taken at the direction of the peace officer shall be made available to him or his attorney.

(4) No physician or registered nurse shall incur any civil or criminal liability as a result of the proper administering of a blood test when requested in writing by a peace officer to administer such a test.

(5) If the test given under 61-8-402 is a chemical test of urine, the person tested shall be given such privacy in the taking of the urine specimen as will insure the accuracy of the specimen and, at the same time, maintain the dignity of the individual involved.

(6) The division of motor vehicles in cooperation with the state board of health and environmental sciences, or any other appropriate agency, shall adopt uniform standards for the giving of blood alcohol tests and may require certification of training to administer such tests as deemed necessary.

History: En. Sec. 3, Ch. 131, L. 1971; R.C.M. 1947, 32-2142.3.

Part 5

Pedestrian Traffic

61-8-501. Pedestrians subject to traffic regulations. (1) Pedestrians shall be subject to traffic-control signals at intersections as provided in 61-8-207 unless required by local ordinance to comply strictly with such signals, but at all other places pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in this part.

(2) Local authorities are hereby empowered by ordinance to require that pedestrians shall strictly comply with the directions of any official traffic-control signal and may by ordinance prohibit pedestrians from crossing any roadway in a business district or any designated highways except in a crosswalk.

History: En. Sec. 73, Ch. 263, L. 1955; R.C.M. 1947, 32-2176.

61-8-502. Pedestrians' right-of-way in crosswalk. (1) When traffic-control signals are not in place or not in operation, the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger, but no pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield. This provision shall not apply under the conditions stated in 61-8-503(2).

(2) Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

(3) It is unlawful for any person to drive a motor vehicle through a column of school children crossing a street or highway or past a member of the school safety patrol while the member of the school safety patrol is directing the movement of children across a street or highway and while the school safety patrol member is holding his official signal in the stop position.

History: En. Sec. 74, Ch. 263, L. 1955; amd. Sec. 1, Ch. 54, L. 1965; R.C.M. 1947, 32-2177.

61-8-503. Crossing at other than crosswalks. (1) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway.

(2) Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.

(3) Between adjacent intersections at which traffic-control signals are in operation pedestrians shall not cross at any place except in a marked crosswalk.

History: En. Sec. 75, Ch. 263, L. 1955; R.C.M. 1947, 32-2178.

61-8-504. Drivers to exercise due care. Notwithstanding the foregoing provisions of this part, every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian upon any roadway and shall give warning by sounding the horn when necessary and shall exercise proper precaution upon observing any child or any confused or incapacitated person upon a roadway.

History: En. Sec. 76, Ch. 263, L. 1955; R.C.M. 1947, 32-2179.

61-8-505. Pedestrians to use right half of crosswalk. Pedestrians shall move, whenever practicable, upon the right half of crosswalks.

History: En. Sec. 77, Ch. 263, L. 1955; R.C.M. 1947, 32-2180.

61-8-506. Pedestrians on roadways. (1) Where sidewalks are provided, it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway.

(2) Where sidewalks are not provided, any pedestrian walking along and upon a highway shall, when practicable, walk only on the left side of the roadway or its shoulder facing traffic which may approach from the opposite direction.

History: En. Sec. 78, Ch. 263, L. 1955; R.C.M. 1947, 32-2181.

61-8-507. Pedestrian soliciting rides or business. (1) No person shall stand in a roadway for the purpose of soliciting a ride, employment, or business from the occupant of any vehicle.

(2) No person shall stand on or in proximity to a street or highway for the purpose of soliciting the watching or guarding of any vehicle while parked or about to be parked on a street or highway.

History: En. Sec. 79, Ch. 263, L. 1955; R.C.M. 1947, 32-2182.

61-8-508. Intoxicated pedestrian. No person shall walk upon or along the highway while under the influence of intoxicating liquor.

History: En. Sec. 80, Ch. 263, L. 1955; R.C.M. 1947, 32-2183.

Part 6

Bicycle Traffic

61-8-601. Effect of regulations. (1) It is a misdemeanor for any person to do any act forbidden or fail to perform any act required in this part.

(2) These regulations applicable to bicycles shall apply whenever a bicycle is operated upon any highway or upon any path set aside for the exclusive use of bicycles subject to those exceptions stated herein.

History: En. Sec. 81, Ch. 263, L. 1955; R.C.M. 1947, 32-2184.

61-8-602. Traffic laws applicable to persons riding bicycles. Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by this chapter and chapter 9 except as to special regulations in this part and except as to those provisions of this chapter and chapter 9 which by their very nature can have no application.

History: En. Sec. 82, Ch. 263, L. 1955; R.C.M. 1947, 32-2185.

61-8-603. Riding on bicycles. A person propelling a bicycle shall not ride other than upon or astride a permanent and regular seat attached thereto.

History: En. Sec. 83, Ch. 263, L. 1955; R.C.M. 1947, 32-2186.

61-8-604. Clinging to vehicles. No person riding upon any bicycle, coaster, roller skates, sled, or toy vehicle shall attach the same or himself to any vehicle upon a roadway.

History: En. Sec. 84, Ch. 263, L. 1955; R.C.M. 1947, 32-2187.

61-8-605. Riding on roadways and bicycle paths. (1) Every person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction.

(2) Persons riding bicycles upon a roadway shall ride in single file except on paths or parts of roadways set aside for the exclusive use of bicycles. A person riding a bicycle may overtake and pass another bicycle when safe to do so and when other traffic is not obstructed by so doing.

(3) Whenever a usable path for bicycles has been provided adjacent to a roadway, bicycle riders shall use such path and shall not use the roadway.

History: En. Sec. 85, Ch. 263, L. 1955; amd. Sec. 1, Ch. 110, L. 1975; R.C.M. 1947, 32-2188.

61-8-606. Carrying articles. No person operating a bicycle shall carry any package, bundle, or article which prevents the driver from keeping at least one hand upon the handle bars.

History: En. Sec. 86, Ch. 263, L. 1955; R.C.M. 1947, 32-2189.

61-8-607. Lamps and other equipment on bicycles. (1) Every bicycle when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least 500 feet to the front. A lamp emitting a red light visible from a distance of 500 feet to the rear may be used in addition to rear-facing reflectors required by this section.

(2) Every bicycle when in use at nighttime shall be equipped with an essentially colorless front-facing reflector, essentially colorless or amber pedal reflectors, and a red rear-facing reflector. Pedal reflectors shall be mounted on the front and back of each pedal.

(3) Every bicycle when in use at nighttime shall be equipped with either tires with retroflective sidewalls or reflectors mounted on the spokes of each wheel. Spoke mounted reflectors shall be within 76 millimeters (3 inches) of the inside of the rim and shall be visible on each side of the wheel. The reflectors on the front wheel shall be essentially colorless or amber and the reflectors on the rear wheel shall be amber or red.

(4) Reflectors required by this section shall be of a type approved by the division of motor vehicles.

(5) Every bicycle shall be equipped with a brake which will enable the operator to make the braked wheels skid on dry, level, clean pavement.

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(6) Every bicycle is encouraged to be equipped with a flag clearly visible from the rear and suspended not less than 6 feet above the roadway when the bicycle is standing upright. The flag shall be fluorescent orange in color.

History: En. Sec. 87, Ch. 263, L. 1955; amd. Sec. 1, Ch. 351, L. 1975; R.C.M. 1947, 32-2190.

Part 7

Enforcement — Penalties

61-8-701. Charging violations. In every charge of a violation of any speed regulation in this chapter the complaint, and also the summons or notice to appear shall specify the speed at which the defendant is alleged to have driven, also the speed applicable within the district or at the location.

History: En. Sec. 47, Ch. 263, L. 1955; R.C.M. 1947, 32-2150.

61-8-702. Use of radar — evidence admissible. The speed of any motor vehicle may be measured by the use of radio microwaves or other electrical device. The results of such measurements shall be accepted as evidence of the speed of such motor vehicle in any court or legal proceedings where the speed of the motor vehicle is at issue.

History: En. Sec. 1, Ch. 120, L. 1959; R.C.M. 1947, 32-2150.1.

61-8-703. Arrest without a warrant in radar cases. (1) The driver of any such motor vehicle may be arrested without a warrant under this section provided the arresting officer is in uniform or displays his badge of authority and has either:

(a) observed the recording of the speed of the vehicle by radio microwaves or other electrical device; or

(b) received, from the officer who has observed the speed of the vehicle recorded by the radio microwaves or other electrical device, a radio message giving the license number or other sufficient identification of the vehicle and the recorded speed, dispatched immediately after the speed of the vehicle was recorded.

(2) The arrest without a warrant of any such driver must be made immediately after such observation or radio message and as the result of uninterrupted pursuit.

History: En. Sec. 2, Ch. 120, L. 1959; R.C.M. 1947, 32-2150.2.

61-8-704. Erection of signs. (1) No operator of a motor vehicle may be arrested under 61-8-703 unless signs have been placed at or near the state line on the primary highway system, outside towns or cities having over 2,500 population, and outside county seats on the primary highways to indicate the legal rate of speed.

(2) Any municipality which uses radio microwaves or other electrical device for law enforcement purposes shall erect and maintain appropriate signs giving notice of such use at a conspicuous place at or near the corporate limits of the municipality, upon each state highway and arterial street or highway entering the municipality, and at such other places as may be deemed necessary by the municipal authorities for the information of the traveling public.

(3) Signs giving notice that the speed of vehicles may be measured by radio microwaves or other electrical device shall be placed as required for speed signs in subsection (1) above. However, the absence of such signs shall not in itself invalidate an otherwise proper arrest.

History: En. Sec. 3, Ch. 120, L. 1959; amd. Sec. 1, Ch. 205, L. 1974; R.C.M. 1947, 32-2150.3.

61-8-705. Officers or highway patrolmen authorized to remove illegally stopped vehicles. (1) Whenever any police officer or highway patrolman finds a vehicle standing upon a highway in violation of any of the provisions of 61-8-353 through 61-8-355, such officer or highway patrolman is hereby authorized to move such vehicle or require the driver or other person in charge of the vehicle to move the same to a position off the paved or main-traveled part of such highway.

(2) Whenever any police officer or highway patrolman finds a vehicle unattended upon any bridge or causeway or in any tunnel where such vehicle constitutes an obstruction to traffic, such officer or highway patrolman is hereby authorized to provide for the removal of such vehicle to the nearest place of safety.

History: En. Sec. 97, Ch. 263, L. 1955; R.C.M. 1947, 32-21-100.

61-8-706. Removal of unauthorized sign. (1) An unauthorized sign, emblem, marker, or traffic-control device or portion thereof encroaching into, over, or upon a right-of-way of a state highway or controlled-access highway is a public nuisance, and the department may remove it or cause it to be removed without notice and without liability for the removal.

(2) Every sign, signal, or marking prohibited by 61-8-210 is hereby declared to be a public nuisance and the authority having jurisdiction over the highway is hereby empowered to remove the same or cause it to be removed without notice.

History: (1)En. Sec. 31, Ch. 263, L. 1955; amd. Sec. 1, Ch. 224, L. 1959; amd. Sec. 53, Ch. 316, L. 1974; Sec. 32-2134, R.C.M. 1947; (2)En. Sec. 37, Ch. 263, L. 1955; Sec. 32-2140, R.C.M. 1947; R.C.M. 1947, 32-2134(f), 32-2140(e).

61-8-707 through 61-8-710 reserved.

61-8-711. Violation of chapter — penalty. (1) It is a misdemeanor for any person to violate any of the provisions of this [act] unless such violation is by this chapter or other law of this state declared to be a felony.

(2) Every person convicted of a misdemeanor for a violation of any of the provisions of this chapter for which another penalty is not provided shall for a first conviction thereof be punished by a fine of not less than $10 or more than $100 or by imprisonment for not more than 10 days. For a second conviction within 1 year thereafter such person shall be punished by a fine of not less than $25 or more than $200 or by imprisonment for not more than 20 days or by both such fine and imprisonment. Upon a third or subsequent conviction within 1 year after the first conviction such person shall be punished by a fine of not less than $50 or more than $500 or by imprisonment for not more than 6 months or by both fine and imprisonment.

(3) On failure of payment of fines, the offender in cases of misdemeanor shall be imprisoned in the county jail in the county in which the offense has been committed, and said imprisonment shall be computed upon the basis of $2 of said fine for each day's incarceration.

(4) Upon conviction the court costs, or any part thereof, may also be assessed against the defendant in the discretion of the court.

History: En. Sec. 154, Ch. 263, L. 1955; R.C.M. 1947, 32-21-157.

61-8-712. Penalty for erection of unauthorized sign. The erection of a sign, emblem, marker, or traffic-control device in violation of 61-8-203 is a misdemeanor, punishable by a fine of not less than $25 or more than $300.

History: En. Sec. 31, Ch. 263, L. 1955; amd. Sec. 1, Ch. 224, L. 1959; amd. Sec. 53, Ch. 316, L. 1974; R.C.M. 1947, 32-2134(e).

61-8-713. Injury to or removal of sign or marker a misdemeanor — penalty. (1) Every person who maliciously injures, defaces, damages, or removes any sign, signal, or marker, either temporarily or permanently erected on the right-of-way of any secondary, state, or interstate highway for warning, instruction, or information of the public, is guilty of a misdemeanor and upon conviction thereof shall be punished by a fine of $250 or by imprisonment in the county jail for a period not exceeding 60 days or by both such fine and imprisonment in the discretion of the court. This section applies to secondary, state, or interstate highways which are completed and to secondary, state, or interstate highways which are under construction or repair.

(2) No person shall, without lawful authority, attempt to or in fact alter, deface, injure, knock down, or remove any official traffic-control device or any railroad sign or signal or any inscription, shield, or insignia thereon or any part thereof.

History: (1)En. Sec. 1, Ch. 184, L. 1965; Sec. 32-2134.1, R.C.M. 1947; (2)En. Sec. 38, Ch. 263, L. 1955; Sec. 32-2141, R.C.M. 1947; R.C.M. 1947, 32-2134.1, 32-2141.

61-8-714. Penalty for driving while intoxicated. (1) Every person who is convicted of a violation of 61-8-401 shall be punished by a fine of not less than $100 or more than $500. On a second conviction, he shall be punished by a fine of not less than $300 or more than $500. On the third or subsequent conviction, he shall be punished by imprisonment for a term of not less than 30 days or more than 1 year, to which may be added, in the discretion of the court, a fine of not less than $500 or more than $1,000. Notwithstanding any provision to the contrary providing for suspension of execution of a sentence imposed under this subsection, the imposition or execution of the first 10 days of the jail sentence imposed for a third or subsequent offense that occurred within 5 years of the first offense may not be deferred or suspended.

(2) Except as otherwise provided in this section, the court may, in its discretion, suspend the execution of any sentence imposed under subsection (1) on the condition that the defendant successfully complete a course in a driver improvement school approved by the court or an alcohol treatment program approved by the department of institutions. Each school or institution providing such education or treatment shall, at the commencement of the education or treatment, notify the court that the defendant has been accepted by the school or treatment program. If the defendant fails to attend the school or the treatment program, the school or institution shall notify the court of the failure.

History: En. Sec. 39, Ch. 263, L. 1955; amd. Sec. 1, Ch. 194, L. 1957; amd. Sec. 3, Ch. 201, L. 1957; amd. Sec. 1, Ch. 109, L. 1961; amd. Sec. 1, Ch. 132, L. 1971; amd. Sec. 1, Ch. 289, L. 1977; amd. Sec. 1, Ch. 430, L. 1977; R.C.M. 1947, 32-2142(3), (4).

61-8-715. Reckless driving — penalty. (1) A person convicted of reckless driving under 61-8-301(1)(a) shall be punished upon a first conviction by imprisonment for a period of not more than 90 days or by fine of not less than $25 or more than $300 or by both such fine and imprisonment, and on a second or subsequent conviction shall be punished by imprisonment for not less than 10 days or more than 6 months or by a fine of not less than $50 or more than $500 or by both such fine and imprisonment.

(2) A person convicted of reckless driving under 61-8-301(1)(b) shall be punished by imprisonment in the county or city jail for not less than 10 days or more than 6 months to which may be added at the discretion of the court a fine of not less than $300 or more than $500. On a second or subsequent conviction, he shall be punished by imprisonment for a term of not less than 30 days or more than 1

year to which may be added at the discretion of the court a fine of not less than $500 or more than $1,000.

History: En. Sec. 40, Ch. 263, L. 1955; amd. Sec. 4, Ch. 201, L. 1957; amd. Sec. 1, Ch. 287, L. 1977; R.C.M. 1947, 32-2143(2), (3).

61-8-716. Careless driving — penalty. A person violating the provisions of 61-8-302 is guilty of the offense of careless driving and shall be punishable as provided in 61-8-711.

History: En. 32-2143.4 by Sec. 2, Ch. 294, L. 1977; R.C.M. 1947, 32-2143.4.

61-8-717. Penalty for unauthorized drag racing. Any person convicted for violation of 61-8-308 shall be guilty of a misdemeanor and shall be punished by a fine of not less than $50 or more than $500 or by imprisonment in the county or city jail for not more than 6 months or by both such fine and imprisonment.

History: En. Sec. 2, Ch. 100, L. 1967; R.C.M. 1947, 32-2143.2.

61-8-718. Penalty for violation of conservation speed limit. (1) A person violating the speed limit imposed pursuant to 61-8-304 is guilty of the offense of unnecessary waste of a resource currently in short supply and upon conviction shall be fined $5 and no jail sentence may be imposed. Bond for this offense shall be $5.

(2) For the purpose of this section only, the fees of the justice court shall be $4 to be remitted as set forth in 3-10-603(3).

History: En. 32-2144.6 by Sec. 6, Ch. 60, L. 1974; amd. Sec. 1, Ch. 248, L. 1974; amd. Sec. 1, Ch. 6, L. 1975; R.C.M. 1947, 32-2144.6(1).

61-8-719. Penalty for leaving vehicle on public property. Any person or persons violating the provisions of 61-8-356 shall be guilty of a misdemeanor and upon conviction shall be punished by a fine of not less than $25 or more than $300 or by imprisonment in the county jail for not less than 5 days or more than 90 days or by both fine and imprisonment.

History: En. Sec. 9, Ch. 288, L. 1967; R.C.M. 1947, 53-909(part).

61-8-720. Penalty. Any person who violates any of the provisions of 61-8-331(2) is guilty of a misdemeanor. Upon arrest and conviction therefor, he shall be punished by a fine of not less than $5 or more than $100 or by imprisonment in the city or county jail for not less than 5 days or more than 90 days or by both fine and imprisonment.

History: En. Sec. 10-111, Ch. 197, L. 1965; R.C.M. 1947, 32-4311(2).

61-8-721. Penalties for violations of law concerning school buses. Any person who shall fail to comply with or who shall violate any provisions relating to school buses found in subsections (2) and (3) of 61-8-349, subsections (1) and (4) of 61-8-351, or 61-8-352 shall upon conviction thereof be deemed guilty of a misdemeanor and shall be punished by a fine of not less than $10 or more than $100 or by imprisonment in the county jail for not more than 30 days or by both such fine and imprisonment.

History: En. 75-7007 by Sec. 284, Ch. 5, L. 1971; R.C.M. 1947, 75-7007(part).

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CHAPTER 9

VEHICLE EQUIPMENT

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Part 1

General Provisions

61-9-101. Application — exceptions. (1) The provisions of this chapter relating to the operation of vehicles refer exclusively to the operation of vehicles upon highways except where a different place is specifically referred to in a given section.

(2) The operation of motor vehicles directly across the public roads and highways of this state, especially as required in the transportation of natural resource products, including agricultural products and livestock, shall not be considered to be the operation of such vehicles on the public roads and highways of this state,

provided that such crossings are adequately marked with such warning signs or devices and are subject to relating to stopping before entry, and to restoration of any damage, as may reasonably be prescribed by the state or local agency in control of safety of operation of the public highway involved.

History: (1)En. Sec. 22, Ch. 263, L. 1955; Sec. 32-2124, R.C.M. 1947; (2)En. Sec. 4, Ch. 247, L. 1959; Sec. 32-2124.1, R.C.M. 1947; R.C.M. 1947, 32-2124(part), 32-2124.1.

61-9-102. Uniformity of interpretation. This chapter shall be so interpreted and construed as to effectuate its general purpose to make uniform the law of those states which enact it.

History: En. Sec. 155, Ch. 263, L. 1955; R.C.M. 1947, 32-21-158.

61-9-103. Provisions uniform throughout state — power of local authorities. The provisions of this chapter shall be applicable and uniform throughout this state and in all political subdivisions and municipalities therein and no local authority shall enact or enforce any ordinance, rule, or regulation in conflict with the provisions of this chapter unless expressly authorized herein. Local authorities may, however, adopt additional traffic regulations which are not in conflict with the provisions of this chapter.

History: En. Sec. 27, Ch. 263, L. 1955; amd. Sec. 1, Ch. 201, L. 1957; R.C.M. 1947, 32-2130.

61-9-104. Required obedience to traffic laws. It is unlawful and, unless otherwise declared in this chapter with respect to particular offenses, it is a misdemeanor for any person to do any act forbidden or fail to perform any act required in this chapter.

History: En. Sec. 23, Ch. 263, L. 1955; R.C.M. 1947, 32-2125.

61-9-105. Obedience to police officers and highway patrolmen. No person shall willfully fail or refuse to comply with any lawful order or direction of any police officer or highway patrolman pertaining to the use of the highways by traffic.

History: En. Sec. 24, Ch. 263, L. 1955; R.C.M. 1947, 32-2126.

61-9-106. Responsibility of public officers and employees. (1) The provisions of this chapter applicable to the drivers of vehicles upon the highways shall apply to the drivers of all vehicles owned or operated by the United States, this state, or any county, city, or town, district, or any other political subdivision of the state, except as provided in this section and subject to such specific exceptions as are set forth in this chapter with reference to authorized emergency vehicles.

(2) Unless specifically made applicable, the provisions of this chapter except those contained in part 5 of chapter 8 shall not apply to persons, teams, motor vehicles, and other equipment while actually engaged in work upon the surface of a highway but shall apply to such persons and vehicles when traveling to or from such work.

History: En. Sec. 25, Ch. 263, L. 1955; R.C.M. 1947, 32-2127.

61-9-107. Traffic laws applicable to persons driving animal-drawn vehicles. Every person driving an animal-drawn vehicle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by this chapter, except those provisions of this chapter which by their very nature can have no application.

History: En. Sec. 26, Ch. 263, L. 1955; R.C.M. 1947, 32-2129.

61-9-108. Rights of owners of real property not affected — when. Nothing in this chapter shall be construed to prevent the owner of real property used by the public for purposes of vehicular travel by permission of the owner from prohibiting such use or from requiring other or different or additional conditions than those specified in this chapter, or otherwise regulating such use as may seem best to such owner.

History: En. Sec. 29, Ch. 263, L. 1955; R.C.M. 1947, 32-2132.

61-9-109. Driving vehicle in unsafe condition prohibited — applicability of chapter. (1) It is a misdemeanor for any person to drive or move or for the owner to cause or knowingly permit to be driven or moved on any highway any vehicle or combination of vehicles which is in such unsafe condition as to endanger any person, or which does not contain those parts or is not at all times equipped with such lamps and other equipment in proper condition and adjustment as required in this chapter or which is equipped in any manner in violation of this chapter, or for any person to do any act forbidden or fail to perform any act required under this chapter.

(2) Nothing contained in this chapter shall be construed to prohibit the use of additional parts and accessories on any vehicle not inconsistent with the provisions of this chapter.

(3) The provisions of this chapter with respect to equipment on vehicles shall not apply to implements of husbandry, road machinery, road rollers, or farm tractors except as herein made applicable.

History: En. Sec. 111, Ch. 263, L. 1955; R.C.M. 1947, 32-21-114.

Part 2

Lighting Equipment

61-9-201. When lighted lamps are required. Every vehicle upon a highway within this state at any time from one-half hour after sunset to one-half hour before sunrise and at any other time when due to insufficient light or unfavorable atmospheric conditions persons and vehicles on the highway are not clearly discernible at a distance of 500 feet ahead shall display lighted lamps and illuminating devices as hereinafter respectively required for different classes of vehicles, subject to exceptions with respect to parked vehicles.

History: En. Sec. 112, Ch. 263, L. 1955; R.C.M. 1947, 32-21-115.

61-9-202. Visibility distance and mounted height of lamps. (1) Whenever requirement is hereinafter declared as to the distance from which certain lamps and devices shall render objects visible or within which such lamps or devices shall be visible, said provisions shall apply during the times stated in 61-9-201 in respect to a vehicle without load when upon a straight, level, unlighted highway under normal atmospheric conditions unless a different time or condition is expressly stated.

(2) Whenever requirement is hereinafter declared as to the mounted height of lamps or devices it shall mean from the center of such lamp or device to the level ground upon which the vehicle stands when such vehicle is without a load.

History: En. Sec. 113, Ch. 263, L. 1955; R.C.M. 1947, 32-21-116.

61-9-203. Headlamps on motor vehicles. (1) Every motor vehicle other than a motorcycle or motor-driven cycle shall be equipped with at least two headlamps with at least one on each side of the front of the motor vehicle, which headlamps shall comply with the requirements and limitations set forth in this chapter.

(2) Every motorcycle and every motor-driven cycle shall be equipped with at least one and not more than two headlamps which shall comply with the requirements and limitations of this chapter.

(3) Every headlamp upon every motor vehicle, including every motorcycle and every motor-driven cycle, shall be located at a height measured from the center of the headlamp of not more than 54 inches or less than 24 inches to be measured as set forth in 61-9-202(2).

History: En. Sec. 114, Ch. 263, L. 1955; amd. Sec. 1, Ch. 103, L. 1957; R.C.M. 1947, 32-21-117.

61-9-204. Taillamps. (1) Every motor vehicle, trailer, semitrailer, and pole trailer and any other vehicle which is being drawn at the end of a train of vehicles shall be equipped with at least one taillamp mounted on the rear, which, when lighted as hereinbefore required, shall emit a red light plainly visible from a distance of 500 feet to the rear, provided that in the case of a train of vehicles only the taillamp on the rearmost vehicle need actually be seen from the distance specified. Further, every such above-mentioned vehicle, other than a truck tractor, registered in this state and manufactured or assembled after January 1, 1956, shall be equipped with at least two taillamps mounted on the rear, which when lighted as herein required, shall comply with the provisions of this section.

(2) Every taillamp upon every vehicle shall be located at a height of not more than 72 inches or less than 20 inches.

(3) Either taillamp or a separate lamp shall be so constructed and placed as to illuminate with a white light the rear registration plate and render it clearly legible from a distance of 50 feet to the rear. Any taillamp or taillamps, together with any separate lamp for illuminating the rear registration plate, shall be so wired as to be lighted whenever the headlamps or auxiliary driving lamps are lighted.

History: En. Sec. 115, Ch. 263, L. 1955; R.C.M. 1947, 32-21-118.

61-9-205. New motor vehicles to be equipped with reflectors. (1) Every new motor vehicle hereafter sold and operated upon a highway, other than a truck tractor, shall carry on the rear, either as a part of the taillamps or separately, two red reflectors, except that every motorcycle and motor-driven cycle shall carry at least one reflector meeting the requirements of this section, and except that vehicles of the type mentioned in 61-9-208 shall be equipped with reflectors as required in those sections applicable thereto.

(2) Every such reflector shall be mounted on the vehicle at a height not less than 20 inches or more than 60 inches measured as set forth in 61-9-202(2) and shall be of such size and characteristics and so mounted as to be visible at night from all distances within 300 feet to 50 feet from such vehicle when directly in front of lawful upper beams of headlamps, except that visibility from a greater distance is hereinafter required of reflectors on certain types of vehicles.

History: En. Sec. 116, Ch. 263, L. 1955; R.C.M. 1947, 32-21-119.

61-9-206. Stop lamps — when required. From and after January 1, 1956, it shall be unlawful for any person to sell any new motor vehicle, including any motorcycle or motor-driven cycle, in this state or for any person to drive such vehicle on the highways unless it is equipped with at least one stop lamp meeting the requirements of 61-9-218.

History: En. Sec. 117, Ch. 263, L. 1955; R.C.M. 1947, 32-21-120.

61-9-207. Application of succeeding sections. Those sections of this chapter which follow immediately, including 61-9-208 through 61-9-211 and 61-9-213 relating to clearance and marker lamps, reflectors, and stoplights shall apply as stated in said sections to vehicles of the type therein enumerated, namely passenger buses, trucks, truck tractors, and certain trailers, semitrailers, and pole trailers, respectively, when operated upon any highway. Said vehicles shall be equipped as required and all lamp equipment required shall be lighted at all times mentioned in 61-9-201 except that clearance and side marker lamps need not be lighted on any said vehicle when operated within any municipality where there is sufficient light to render clearly discernible persons and vehicles on the highway at a distance of 500 feet.

History: En. Sec. 118, Ch. 263, L. 1955; R.C.M. 1947, 32-21-121.

61-9-208. Additional equipment required on certain vehicles. In addition to other equipment required in this chapter, the following vehicles shall be equipped as herein stated under the conditions stated in 61-9-207:

(1) On every bus or truck, whatever its size, there shall be on the rear, two reflectors, one at each side, and one stoplight.

(2) On every bus or truck 80 inches or more in overall width, in addition to the requirements in subsection (1):

(a) on the front, two clearance lamps, one at each side;

(b) on the rear, two clearance lamps, one at each side;

(c) on each side, two side marker lamps, one at or near the front and one at or near the rear;

(d) on each side, two reflectors, one at or near the front and one at or near the rear.

(3) On every truck tractor:

(a) on the front, two clearance lamps, one at each side;

(b) on the rear, one stoplight.

(4) On every trailer or semitrailer having a gross weight in excess of 3,000 pounds:

(a) on the front, two clearance lamps, one at each side;

(b) on each side, two side marker lamps, one at or near the front and one at or near the rear;

(c) on each side, two reflectors, one at or near the front and one at or near the rear;

(d) on the rear, two clearance lamps, one at each side, also two reflectors, one at each side, and one stoplight.

(5) On every pole trailer in excess of 3,000 pounds gross weight:

(a) on each side, one side marker lamp and one clearance lamp which may be in combination, to show to the front, side, and rear;

(b) on the rear of the pole trailer or load, two reflectors, one at each side.

(6) On every trailer, semitrailer, or pole trailer weighing 3,000 pounds gross or less:

(a) on the front, a steel chain or cable which shall be securely fastened to the towing unit with the minimum diameter of any portion of such chains or cables being one-fourth inch;

(b) on the rear, two reflectors, one on each side. If any trailer or semitrailer is so loaded or is of such dimensions as to obscure the stoplight on the towing vehicle, then such vehicle shall also be equipped with one stoplight.

History: En. Sec. 119, Ch. 263, L. 1955; amd. Sec. 1, Ch. 233, L. 1959; amd. Sec. 1, Ch. 182, L. 1974; R.C.M. 1947, 32-21-122(part).

61-9-209. Color of clearance lamps, side marker lamps, reflectors, and back-up lamps. (1) Front clearance lamps and those marker lamps and reflectors mounted on the front or on the side near the front of a vehicle shall display or reflect an amber color.

(2) Rear clearance lamps and those marker lamps and reflectors mounted on the rear or on the sides near the rear of a vehicle shall display or reflect a red color.

(3) All lighting devices and reflectors mounted on the rear of any vehicle shall display or reflect a red color, except the stoplight or other signal device, which may be red, amber, or yellow, and except that the light illuminating the license plate shall be white and the light emitted by a back-up lamp may be white, amber, or red.

History: En. Sec. 120, Ch. 263, L. 1955; R.C.M. 1947, 32-21-123.

61-9-210. Mounting of reflectors, clearance lamps, and side marker lamps. (1) Reflectors when required by 61-9-208 shall be mounted at a height not less than 24 inches and not higher than 60 inches above the ground on which the vehicle stands, except that if the highest part of the permanent structure of the vehicle is less than 24 inches the reflector at such point shall be mounted as high as that part of the permanent structure will permit.

(2) The rear reflectors on a pole trailer may be mounted on each side of the bolster or load.

(3) Any required red reflector on the rear of a vehicle may be incorporated with the taillamp, but such reflector shall meet all the other reflector requirements of this chapter.

(4) Clearance lamps shall be mounted on the permanent structure of the vehicle in such a manner as to indicate its extreme width and as near the top thereof as practicable. Clearance lamps and side marker lamps may be mounted in combination provided illumination is given as required herein with reference to both.

History: En. Sec. 121, Ch. 263, L. 1955; R.C.M. 1947, 32-21-124.

61-9-211. Visibility of reflectors, clearance lamps, and marker lamps. (1) Every reflector upon any vehicle referred to in 61-9-208 shall be of such size and characteristics and so maintained as to be readily visible at nighttime from all distances within 600 feet to 100 feet from the vehicle when directly in front of lawful upper beams of headlamps. Reflectors required to be mounted on the sides of the vehicle shall reflect the required color of light to the sides, and those mounted on the rear shall reflect a red color to the rear.

(2) Front and rear clearance lamps shall be capable of being seen and distinguished under normal atmospheric conditions, at the times lights are required, at a distance of 500 feet from the front and rear respectively of the vehicle.

(3) Side marker lamps shall be capable of being seen and distinguished under normal atmospheric conditions, at the times lights are required, at a distance of 500 feet from the side of the vehicle on which mounted.

History: En. Sec. 122, Ch. 263, L. 1955; R.C.M. 1947, 32-21-125.

61-9-212. Obstructed lights not required. Whenever motor and other vehicles are operated in combination during the time that lights are required, any lamp (except taillamps) need not be lighted which, by reason of its location on a vehicle of the combination, would be obscured by another vehicle of the combination, but this shall not affect the requirements that lighted clearance lamps be displayed on the front of the foremost vehicle required to have clearance lamps or that all lights required on the rear of the rearmost vehicle of any combination shall be lighted.

History: En. Sec. 123, Ch. 263, L. 1955; R.C.M. 1947, 32-21-126.

61-9-213. Lamp or flag on projecting load. Whenever the load upon any vehicle extends to the rear 4 feet or more beyond the bed or body of such vehicle, there shall be displayed at the extreme rear end of the load, at the times specified in 61-9-201, a red light or lantern plainly visible from a distance of at least 500 feet to the sides and rear. The red light or lantern required under this section shall be in addition to the red light required upon every vehicle. At any other time there shall be displayed at the extreme rear end of such load a red flag or cloth not less than 12 inches square and so hung that the entire area is visible to the driver of a vehicle approaching from the rear.

History: En. Sec. 124, Ch. 263, L. 1955; R.C.M. 1947, 32-21-127.

61-9-214. Lamps on parked vehicles. (1) Whenever a vehicle is lawfully parked upon a street or highway during the hours between one-half hour after sunset and one-half hour before sunrise and in the event there is sufficient light to reveal any person or object within a distance of 500 feet upon such street or highway no lights need be displayed upon such parked vehicle.

(2) Whenever a vehicle is parked or stopped upon a roadway or shoulder adjacent thereto, whether attended or unattended, during the hours between one-half hour after sunset and one-half hour before sunrise and there is not sufficient light to reveal any person or object within a distance of 500 feet upon such highway, such vehicle so parked or stopped shall be equipped with one or more lamps meeting the following requirements: at least one lamp shall display a white or amber light visible from a distance of 500 feet to the front of the vehicle, and the same lamp or at least one other lamp shall display a red light visible from a distance of 500 feet to the rear of the vehicle, and the location of said lamp or lamps, shall always be such that at least one lamp or combination of lamps meeting the requirements of this section is installed as near as practicable to the side of the vehicle which is closest to passing traffic. The foregoing provisions shall not apply to a motor-driven cycle.

(3) Any lighted headlamp upon a parked vehicle shall be depressed or dimmed.

History: En. Sec. 125, Ch. 263, L. 1955; R.C.M. 1947, 32-21-128.

61-9-215. Lamps on farm tractors, farm equipment, and implements of husbandry. (1) Every farm tractor and every self-propelled farm equipment unit or implement of husbandry not equipped with an electric lighting system shall at all times mentioned in 61-9-201 be equipped with at least one lamp displaying a white light visible from a distance of not less than 500 feet to the front of such vehicle and shall also be equipped with at least one lamp displaying a red light visible from a distance of not less than 500 feet to the rear of such vehicle and two red reflectors visible from a distance of 100 to 600 feet to the rear when illuminated by the upper beams of headlamps. The lights required herein shall be positioned so that one lamp showing to the front and one lamp or reflector showing to the rear will indicate the furthest projection of said tractor, unit, or implement on the side of the road used in passing such vehicle.

(2) Every combination of farm tractor and towed unit of farm equipment or implement of husbandry not equipped with an electric lighting system shall at all times mentioned in 61-9-201 be equipped with the following lamps:

(a) at least one lamp mounted to indicate as nearly as practicable the extreme left projection of said combination and displaying a white light visible from a distance of not less than 500 feet to the front of said combination; and

(b) two lamps each displaying a red light visible from a distance of not less than 500 feet to the rear of said combination, or as an alternative, at least one lamp displaying a red light visible from a distance of not less than 500 feet to the rear thereof and two red reflectors visible from a distance of 100 to 600 feet to the rear thereof when illuminated by the upper beams of headlamps, which said lamps or reflectors shall be mounted in such manner as to indicate as nearly as practicable the extreme left and right rear projections of said towed unit or implement on the highway.

(3) Every farm tractor and every self-propelled unit of farm equipment or implement of husbandry equipped with an electric lighting system shall at all times mentioned in 61-9-201 be equipped with two single-beam or multiple-beam headlamps meeting the requirements of 61-9-222 or 61-9-220 respectively, or as an alternative, 61-9-224, and two red lamps visible from a distance of not less than 500 feet to the rear, or in the alternative, one red lamp visible from a distance of not less than 500 feet to the rear and two red reflectors visible from a distance of 100 to 600 feet to the rear when illuminated by the upper beams of headlamps. Such red lamps or reflectors shall be mounted in the rear of said farm tractor or self-propelled implement of husbandry so as to indicate as nearly as practicable the extreme left and right projections of said vehicle on the highway.

(4) Every combination of farm tractor and towed farm equipment or towed implement of husbandry equipped with an electric lighting system shall at all times mentioned in 61-9-201 be equipped with the following lamps:

(a) The farm tractor element of every such combination shall be equipped with two single-beam or multiple-beam headlamps meeting the requirements of 61-9-220, 61-9-222, or 61-9-224.

(b) The towed unit of farm equipment or implement of husbandry element of such combination shall be equipped with two red lamps visible from a distance of not less than 500 feet to the rear, or as an alternative, one red lamp visible from a distance of not less than 500 feet to the rear and two red reflectors visible from a distance of 100 to 600 feet to the rear when illuminated by the upper beams of headlamps; and such red lamps or reflectors shall be located so as to indicate as nearly as practicable the extreme left and right projections of said towed unit or implement on the highway.

(c) Said combination shall also be equipped with a lamp displaying a white or amber light, or any shade of color between white and amber, visible from a distance of not less than 500 feet to the front and a lamp displaying a red light visible from a distance of not less than 500 feet to the rear, which said lamp or lamps shall be installed or capable of being positioned so as to indicate to the front and rear the furthest projection of said combination on the side of the road used by other vehicles in passing such combination.

History: En. Sec. 126, Ch. 263, L. 1955; R.C.M. 1947, 32-21-129.

61-9-216. Lamps on other vehicles and equipment. Every vehicle, including animal-drawn vehicles and vehicles referred to in 61-9-109(3), not specifically required by the provisions of this chapter to be equipped with lamps or other lighting devices, shall at all times specified in 61-9-201 be equipped with at least one lamp displaying a white light visible from a distance of not less than 500 feet to the front of said vehicle, and shall also be equipped with two lamps displaying red light visible from a distance of not less than 500 feet to the rear of said vehicle, or as an alternative, one lamp displaying a red light visible from a distance of not less than 500 feet to the rear and two red reflectors visible for distances of 100 to 600 feet to the rear when illuminated by the upper beams of headlamps.

History: En. Sec. 127, Ch. 263, L. 1955; amd. Sec. 1, Ch. 247, L. 1969; R.C.M. 1947, 32-21-130(a).

61-9-217. Spot lamps and auxiliary lamps. (1) Any motor vehicle may be equipped with not to exceed two spot lamps and every lighted spot lamp shall be turned off upon approaching another moving vehicle from either direction.

(2) Any motor vehicle may be equipped with not to exceed two fog lamps mounted on the front at a height not less than 12 inches or more than 30 inches

above the level surface upon which the vehicle stands and so aimed that when the vehicle is not loaded none of the high-intensity portion of the light to the left of the center of the vehicle shall at a distance of 25 feet ahead project higher than a level of 4 inches below the level of the center of the lamp from which it comes. Lighted fog lamps meeting the above requirements may be used with lower headlamp beams as specified in 61-9-220(2).

(3) Any motor vehicle may be equipped with not to exceed two auxiliary passing lamps mounted on the front at a height not less than 24 inches or more than 42 inches above the level surface upon which the vehicle stands. The provisions of 61-9-220 shall apply to any combination of headlamps and auxiliary passing lamps.

(4) Any motor vehicle may be equipped with not to exceed two auxiliary driving lamps mounted on the front at a height not less than 16 inches or more than 42 inches above the level surface upon which the vehicle stands. The provisions of 61-9-220 shall apply to any combination of headlamps and auxiliary driving lamps.

History: En. Sec. 128, Ch. 263, L. 1955; amd. Sec. 1, Ch. 147, L. 1957; R.C.M. 1947, 32-21-131.

61-9-218. Signal lamps and signal devices. (1) Any motor vehicle may be equipped and when required under this chapter shall be equipped with a stop lamp or lamps on the rear of the vehicle which shall display a red or amber light, or any shade of color between red and amber, visible from a distance of not less than 100 feet to the rear in normal sunlight, and which shall be actuated upon application of the service (foot) brake, and which may but need not be incorporated with one or more other rear lamps.

(2) Any motor vehicle may be equipped and when required under this chapter shall be equipped with lamps showing to the front and rear for the purpose of indicating an intention to turn either to the right or left. When lamps are used for such purposes, the lamps showing to the front shall be located on the same level and as widely spaced laterally as practicable and when in use shall display a white or amber light, or any shade of color between white and amber, visible from a distance of not less than 100 feet to the front in normal sunlight, and the lamps showing to the rear shall be located at the same level and as widely spaced laterally as practicable and when in use shall display a red or amber light, or any shade of color between red and amber, visible from a distance of not less than 100 feet to the rear in normal sunlight. When actuated such lamps shall indicate the intended direction of turning by flashing the lights showing to the front and rear on the side toward which the turn is made.

(3) No stop lamp or signal lamp or device shall project a glaring light.

History: En. Sec. 130, Ch. 263, L. 1955; amd. Sec. 2, Ch. 105, L. 1957; R.C.M. 1947, 32-21-133.

61-9-219. Additional lighting equipment. (1) Any motor vehicle may be equipped with not more than two side cowl or fender lamps which shall emit an amber or white light without glare.

(2) Any motor vehicle may be equipped with not more than one running board courtesy lamp on each side thereof which shall emit a white or amber light without glare.

(3) Any motor vehicle may be equipped with not more than two back-up lamps either separately or in combination with other lamps, but any such back-up lamps shall not be lighted when the motor vehicle is in forward motion.

(4) Any vehicle may be equipped with lamps which may be used for the purpose of warning the operators of other vehicles of the presence of a vehicular traffic hazard requiring the exercise of unusual care in approaching, overtaking, or passing, and when so equipped may display such warning in addition to any other warning signals required by this chapter. The lamps used to display such warning

to the front shall be mounted at the same level and as widely spaced laterally as practicable and shall display simultaneously flashing white or amber lights, or any shade of color between white and amber. The lamps used to display such warning to the rear shall be mounted at the same level and as widely spaced laterally as practicable, and shall show simultaneously flashing amber or red lights, or any shade of color between amber and red. These warning lights shall be visible from a distance of not less than 500 feet under normal atmospheric conditions at night.

History: En. Sec. 131, Ch. 263, L. 1955; R.C.M. 1947, 32-21-134.

61-9-220. Multiple-beam road-lighting equipment. Except as hereinafter provided, the headlamps or the auxiliary driving lamp or the auxiliary passing lamp or combination thereof on motor vehicles other than motorcycles or motor-driven cycles shall be so arranged that the driver may select at will between distributions of light projected to different elevations and such lamps may, in addition, be so arranged that such selection can be made automatically, subject to the following limitations:

(1) There shall be an uppermost distribution of light, or composite beam, so aimed and of such intensity as to reveal persons and vehicles at a distance of at least 350 feet ahead for all conditions of loading.

(2) There shall be a lowermost distribution of light, or composite beam, so aimed and of sufficient intensity to reveal persons and vehicles at a distance of at least 100 feet ahead; and on a straight level road under any condition of loading none of the high-intensity portion of the beam shall be directed to strike the eyes of an approaching driver.

(3) Every new motor vehicle, other than a motorcycle or motor-driven cycle, registered in this state after January 1, 1956, which has multiple-beam road-lighting equipment shall be equipped with a beam indicator, which shall be lighted whenever the uppermost distribution of light from the headlamps is in use, and shall not otherwise be lighted. Said indicator shall be so designed and located that when lighted it will be readily visible without glare to the driver of the vehicle so equipped.

History: En. Sec. 132, Ch. 263, L. 1955; R.C.M. 1947, 32-21-135.

61-9-221. Use of multiple-beam road-lighting equipment. Whenever a motor vehicle is being operated on a roadway or shoulder adjacent thereto during the times specified in 61-9-201, the driver shall use a distribution of light, or composite beam, directed high enough and of sufficient intensity to reveal persons and vehicles at a safe distance in advance of the vehicle, subject to the following requirements and limitations:

(1) Whenever the driver of a vehicle approaches an oncoming vehicle within 1,000 feet, such driver shall use a distribution of light or composite beam so aimed that the glaring rays are not projected into the eyes of the oncoming driver. The lowermost distribution of light specified in 61-9-220(2) shall be deemed to avoid glare at all times, regardless of road contour and loading.

(2) Whenever the driver of a vehicle follows another vehicle within 300 feet to the rear, such driver shall use a distribution of light permissible under this chapter other than the uppermost distribution of light specified in subsection (1) of 61-9-220.

History: En. Sec. 133, Ch. 263, L. 1955; R.C.M. 1947, 32-21-136.

61-9-222. Single-beam road-lighting equipment. Headlamps arranged to provide a single distribution of light shall be permitted on motor vehicles manufactured and sold prior to July 1, 1956, in lieu of multiple-beam road-lighting equipment herein specified if the single distribution of light complies with the following requirements and limitations:

(1) The headlamps shall be so aimed that when the vehicle is not loaded none of the high-intensity portion of the light shall at a distance of 25 feet ahead project higher than a level of 5 inches below the level of the center of the lamp from which it comes, and in no case higher than 42 inches above the level on which the vehicle stands at a distance of 75 feet ahead.

(2) The intensity shall be sufficient to reveal persons and vehicles at a distance of at least 200 feet.

History: En. Sec. 134, Ch. 263, L. 1955; R.C.M. 1947, 32-21-137.

61-9-223. Lighting equipment on motor-driven cycles. The headlamp or headlamps upon every motor-driven cycle may be of the single-beam or multiple-beam type but in either event shall comply with the requirements and limitations as follows:

(1) Every said headlamp or headlamps on a motor-driven cycle shall be of sufficient intensity to reveal a person or a vehicle at a distance of not less than 100 feet when the motor-driven cycle is operated at any speed less than 25 miles per hour and at a distance of not less than 200 feet when the motor-driven cycle is operated at a speed of 25 or more miles per hour, and at a distance of not less than 300 feet when the motor-driven cycle is operated at a speed of 35 or more miles per hour.

(2) In the event the motor-driven cycle is equipped with a multiple-beam headlamp or headlamps the upper beam shall meet the minimum requirements set forth above and shall not exceed the limitations set forth in 61-9-220(1) and the lowermost beam shall meet the requirements applicable to a lowermost distribution of light as set forth in 61-9-220(2).

(3) In the event the motor-driven cycle is equipped with a single-beam lamp or lamps, said lamp or lamps shall be so aimed that when the vehicle is loaded none of the high-intensity portion of light at a distance of 25 feet ahead shall project higher than the level of the center of the lamp from which it comes.

History: En. Sec. 135, Ch. 263, L. 1955; R.C.M. 1947, 32-21-138.

61-9-224. Alternate road-lighting equipment. Any motor vehicle may be operated under the conditions specified in 61-9-201 when equipped with two lighted lamps upon the front thereof capable of revealing persons and objects 75 feet ahead in lieu of lamps required in 61-9-220 or 61-9-222 provided, however, that at no time shall it be operated at a speed in excess of 20 miles per hour.

History: En. Sec. 136, Ch. 263, L. 1955; R.C.M. 1947, 32-21-139.

61-9-225. Number of driving lamps required or permitted. (1) At all times specified in 61-9-201, at least two lighted lamps shall be displayed, one on each side at the front of every motor vehicle other than a motorcycle or motor-driven cycle, except when such vehicle is parked, subject to the regulations governing lights on parked vehicles.

(2) Whenever a motor vehicle equipped with headlamps as herein required is also equipped with any auxiliary lamps or a spot lamp or any other lamp on the front thereof projecting a beam of intensity greater than 300 candlepower, not more than a total of four of any such lamps on the front of a vehicle shall be lighted at any one time when upon a highway.

History: En. Sec. 137, Ch. 263, L. 1955; R.C.M. 1947, 32-21-140.

61-9-226. Special restrictions on lamps. (1) Any lighted lamp or illuminating device upon a motor vehicle other than headlamps, spot lamps, auxiliary

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lamps, or flashing turn signals, emergency vehicle warning lamps, and school bus warning lamps, which projects a beam of light of an intensity greater than 300 candlepower shall be so directed that no part of the high intensity portion of the beam will strike the level of the roadway on which the vehicle stands at a distance of more than 75 feet from the vehicle.

(2) No person shall drive or move any vehicle or equipment upon a highway with any lamp or device thereon displaying a red light visible from directly in front of the center thereof. This section shall not apply to any vehicle upon which a red light visible from the front is expressly authorized or required by this code.

(3) Flashing lights are prohibited except on an authorized emergency vehicle, school bus, snow-removal equipment, or on any vehicle as a means for indicating a right or left turn, or the presence of a vehicular traffic hazard requiring unusual care in approaching, overtaking, or passing.

History: En. Sec. 138, Ch. 263, L. 1955; R.C.M. 1947, 32-21-141.

61-9-227. Blinker-type red light on firefighter's private vehicle — use — identification card. (1) Firefighters, when authorized by the chief of their respective department, shall be permitted to use a blinker-type red light on the front of their privately owned motor vehicles with the word "FIRE" inscribed on the lens, which lens shall not exceed 5 ½ inches in diameter. This light shall be used on emergency duty only.

(2) Any firefighter displaying the emergency red light on his privately owned motor vehicle shall also carry attached to a convenient location on the vehicle to which the red light is attached an identification card showing the name of the owner of said vehicle, the organization to which he belongs, and bearing the signature of the chief of his department, authorizing the emergency use of said light.

History: En. Sec. 1, Ch. 154, L. 1957; amd. Sec. 3, Ch. 489, L. 1977; R.C.M. 1947, 32-21-141.1.

61-9-228. Standards for lights on snow-removal equipment. (1) The commission shall adopt standards and specifications applicable to headlamps, clearance lamps, and identification and other lamps on snow-removal equipment when operated on the highways of this state in lieu of the lamps otherwise required on motor vehicles by this chapter. Such standards and specifications may permit the use of flashing lights for purposes of identification on snow-removal equipment when in service upon the highways. The standards and specifications for lamps referred to in this section shall correlate with and so far as possible conform with those approved by the American association of state highway officials.

(2) It shall be unlawful to operate any snow-removal equipment on any highway unless the lamps thereon comply with and are lighted when and as required by the standards and specifications adopted as provided in this section.

History: En. Sec. 139, Ch. 263, L. 1955; R.C.M. 1947, 32-21-142.

Part 3

Brakes

61-9-301. Brake equipment required. Every motor vehicle, trailer, semitrailer, and pole trailer, and any combination of such vehicles operating upon a highway within this state shall be equipped with brakes in compliance with the requirements of this part.

History: En. Sec. 1, Ch. 139, L. 1965; R.C.M. 1947, 32-21-143.1(part).

61-9-302. Service brakes — adequacy. Every such vehicle and combination of vehicles, except special mobile equipment as defined in 61-1-104, shall be equipped with service brakes complying with the performance requirements of 61-9-312 and adequate to control the movement of and to stop and hold such vehicle under all conditions of loading and on any grade incident to its operation.

History: En. Sec. 1, Ch. 139, L. 1965; R.C.M. 1947, 32-21-143.1(a).

61-9-303. Parking brakes — adequacy. Every such vehicle and combination of vehicles, except motorcycles and motor-driven cycles, shall be equipped with parking brakes adequate to hold the vehicle on any grade on which it is operated, under all conditions of loading, on a surface free from snow, ice, or loose material. The parking brakes shall be capable of being applied in conformance with the foregoing requirements by the driver's muscular effort or by spring action or by equivalent means. Their operation may be assisted by the service brakes or other source of power provided that failure of the service brake actuation system or other power assisting mechanism will not prevent the parking brakes from being applied in conformance with the foregoing requirements. The parking brakes shall be so designed that when once applied they shall remain applied with the required effectiveness despite exhaustion of any source of energy or leakage of any kind. The same brake drums, brake shoes and lining assemblies, brake shoe anchors and mechanical brake shoe actuation mechanism normally associated with the wheel brake assemblies may be used for both the service brakes and the parking brakes. If the means of applying the parking brakes and the service brakes are connected in any way, they shall be so constructed that failure of any one part shall not leave the vehicle without operative brakes.

History: En. Sec. 1, Ch. 139, L. 1965; R.C.M. 1947, 32-21-143.1(b).

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61-9-304. Brakes required on all wheels — exceptions. Every vehicle shall be equipped with brakes acting on all wheels except:

(1) trailers, semitrailers, pole trailers of a gross weight not exceeding 3,000 pounds, provided that:

(a) the total weight on and including the wheels of the trailer or trailers shall not exceed 40% of the gross weight of the towing vehicle when connected to the trailer or trailers; and

(b) the combination of vehicles consisting of the towing vehicle and its total towed load is capable of complying with the performance requirements of 61-9-312;

(2) any vehicle being towed in driveaway or towaway operations, provided the combination of vehicles is capable of complying with the performance requirements of 61-9-312;

(3) trucks and truck tractors having three or more axles need not have brakes on the front wheels, except that when such vehicles are equipped with at least two steerable axles, the wheels of one steerable axle need not have brakes. However, such trucks and truck tractors must be capable of complying with the performance requirements of 61-9-312.

(4) special mobile equipment as defined in 61-1-104;

(5) the wheel of a sidecar attached to a motorcycle or to a motor-driven cycle, or the front wheel of a motor-driven cycle need not be equipped with brakes, provided that such motorcycle or motor-driven cycle is capable of complying with the performance requirements of 61-9-312.

History: En. Sec. 1, Ch. 139, L. 1965; R.C.M. 1947, 32-21-143.1(c).

61-9-305. Automatic trailer brake application upon breakaway. Every trailer, semitrailer, and pole trailer equipped with air or vacuum actuated brakes and every trailer, semitrailer, and pole trailer with a gross weight in excess of 3,000 pounds, manufactured or assembled after January 1, 1966, shall be equipped with brakes acting on all wheels and of such character as to be applied automatically and promptly, and remain applied for at least 15 minutes upon breakaway from the towing vehicle.

History: En. Sec. 1, Ch. 139, L. 1965; R.C.M. 1947, 32-21-143.1(d).

61-9-306. Tractor brakes protected. Every motor vehicle manufactured or assembled after January 1, 1966, and used to tow a trailer, semitrailer, or pole trailer equipped with brakes shall be equipped with means for providing that in case of breakaway of the towed vehicle, the towing vehicle will be capable of being stopped by the use of its service brakes.

History: En. Sec. 1, Ch. 139, L. 1965; R.C.M. 1947, 32-21-143.1(e).

61-9-307. Trailer air reservoirs safeguarded. Air brake systems installed on trailers manufactured or assembled after January 1, 1966, shall be so designed that the supply reservoir used to provide air for the brakes shall be safeguarded against backflow of air from the reservoir through the supply line.

History: En. Sec. 1, Ch. 139, L. 1965; R.C.M. 1947, 32-21-143.1(f).

61-9-308. Two means of emergency brake operation. (1) After January 1, 1966, every towing vehicle, when used to tow another vehicle equipped with air controlled brakes, in other than driveaway or towaway operations, shall be equipped with two means for emergency application of the trailer brakes. One of these means shall apply the brakes automatically in the event of a reduction of the towing vehicle air supply to a fixed pressure which shall be not lower than 20 pounds per square inch or higher than 45 pounds per square inch. The other means shall be a manually controlled device for applying and releasing the brakes, readily operable by a person seated in the driving seat, and its emergency position or method of operation shall be clearly indicated. In no instance may the manual means be so arranged as to permit its use to prevent operation of the automatic means. The automatic and the manual means required by this section may be, but are not required to be, separate.

(2) After January 1, 1966, every towing vehicle used to tow other vehicles equipped with vacuum brakes, in operations other than driveaway or towaway operations, shall have, in addition to the single control device required by 61-9-309, a second control device which can be used to operate the brakes on towed vehicles in emergencies. The second control shall be independent of brake air, hydraulic, and other pressure, and independent of other controls, unless the braking system be so arranged that failure of the pressure upon which the second control depends will cause the towed vehicle brakes to be applied automatically. The second control is not required to provide modulated braking.

History: En. Sec. 1, Ch. 139, L. 1965; R.C.M. 1947, 32-21-143.1(g).

61-9-309. Single control to operate all brakes. After January 1, 1966, every motor vehicle, trailer, semitrailer, and pole trailer, and every combination of such vehicles, except motorcycles and motor-driven cycles, equipped with brakes shall have the braking system so arranged that one control device can be used to operate all service brakes. This requirement does not prohibit vehicles from being equipped with an additional control device to be used to operate brakes on the towed vehicles. This regulation does not apply to driveaway or towaway operations unless the brakes on the individual vehicles are designed to be operated by a single control on the towing vehicle.

History: En. Sec. 1, Ch. 139, L. 1965; R.C.M. 1947, 32-21-143.1(h).

61-9-310. Reservoir capacity and check valve. (1) Every bus, truck, or truck tractor with air operated brakes shall be equipped with at least one reservoir sufficient to insure that, when fully charged to the maximum pressure as regulated by the air compressor governor cutout setting, a full service brake application may be made without lowering such reservoir pressure by more than 20%. Each reservoir shall be provided with means for readily draining accumulated oil or water.

(2) After January 1, 1966, every truck with three or more axles equipped with vacuum assistor type brakes and every truck tractor and truck used for towing a vehicle equipped with vacuum brakes shall be equipped with a reserve capacity or a vacuum reservoir sufficient to insure that, with the reserve capacity or reservoir fully charged and with the engine stopped, a full service brake application may be made without depleting the vacuum supply by more than 40%.

(3) All motor vehicles, trailers, semitrailers, and pole trailers, when equipped with air or vacuum reservoirs or reserve capacity as required by this section, shall have such reservoirs or reserve capacity so safeguarded by a check valve or equivalent device that, in the event of failure or leakage in its connection to the source of compressed air or vacuum, the stored air or vacuum shall not be depleted by the leak or failure.

History: En. Sec. 1, Ch. 139, L. 1965; R.C.M. 1947, 32-21-143.1(i).

61-9-311. Warning devices. (1) Every bus, truck, or truck tractor using compressed air for the operation of its own brakes or the brakes on any towed vehicle shall be provided with a warning signal, other than a pressure gauge, readily audible or visible to the driver, which will operate at any time the air reservoir pressure of the vehicle is below 50% of the air compressor governor cutout pressure. In addition, each such vehicle shall be equipped with a pressure gauge visible to the driver, which indicates in pounds per square inch the pressure available for braking.

(2) After January 1, 1966, every truck tractor and truck used for towing a vehicle equipped with vacuum operated brakes and every truck with three or more axles using vacuum in the operation of its brakes, except those in driveaway or towaway operations, shall be equipped with a warning signal, other than a gauge indicating vacuum, readily audible or visible to the driver, which will operate at any time the vacuum in the vehicle's supply reservoir or reserve capacity is less than 8 inches of mercury.

(3) When a vehicle required to be equipped with a warning device is equipped with both air and vacuum power for the operation of its own brakes or the brakes on a towed vehicle, the warning devices may be, but are not required to be, combined into a single device which will serve both purposes. A gauge or gauges indicating pressure or vacuum shall not be deemed to be an adequate means of satisfying this requirement.

History: En. Sec. 1, Ch. 139, L. 1965; R.C.M. 1947, 32-21-143.1(j).

61-9-312. Performance ability of brakes. (1) Every motor vehicle and combination of vehicles, at all times and under all conditions of loading, upon application of the service brake, shall be capable of:

(a) developing a braking force that is not less than the percentage of its gross weight tabulated in subsection (3) for its classification;

(b) decelerating to a stop from not more than 20 miles per hour at not less than the feet per second per second tabulated in subsection (3) for its classification; and

(c) stopping from a speed of 20 miles per hour in not more than the distance tabulated in subsection (3) for its classification, such distance to be measured from the point at which movement of the service brake pedal or control begins.

(2) Tests for deceleration and stopping distance shall be made on a substantially level (not to exceed plus or minus 1% grade), dry, smooth, hard surface that is free from loose material.

	Classification of Vehicles	Braking force as a percentage of gross vehicle or combination weight	Deceleration in feet per second per second	Brake system application and braking distance in feet from an initial speed of twenty (20) miles per hour
A	Passenger vehicles with a seating capacity of ten (10) people or less including driver, not having a manufacturer's gross vehicle weight rating	52.8%	17	25
B-1	All motorcycles and motor-driven cycles	43.5%	14	30
B-2	Single unit vehicles with a manufacturer's gross vehicle weight rating of ten thousand (10,000) pounds or less	43.5%	14	30
C-1	Single unit vehicles with a manufacturer's gross weight rating of more than ten thousand (10,000) pounds	43.5%	14	40
C-2	Combination of a two-axle towing vehicle and a trailer with a gross trailer weight of three thousand (3,000) pounds or less	43.5%	14	40
C-3	Buses, regardless of the number of axles, not having a manufacturer's gross weight rating	43.5%	14	40
C-4	All combinations of vehicles in driveaway-towaway operations	43.5%	14	40
D	All other vehicles and combinations of vehicles	43.5%	14	50

History: En. Sec. 2, Ch. 139, L. 1965; R.C.M. 1947, 32-21-143.2.

61-9-313. Maintenance of brakes. All brakes shall be maintained in good working order and shall be so adjusted as to operate as equally as practicable with respect to the wheels on opposite sides of the vehicle.

History: En. Sec. 3, Ch. 139, L. 1965; R.C.M. 1947, 32-21-143.3.

61-9-314. Hydraulic brake fluid. (1) The term "hydraulic brake fluid" as used in this section shall mean the liquid medium through which force is transmitted to the brakes in the hydraulic brake system of a vehicle.

(2) Hydraulic brake fluid shall be distributed and serviced with due regard for the safety of the occupants of the vehicle and the public.

(3) The division shall, after public hearing following due notice, adopt and enforce regulations for the administration of this section and shall adopt and publish standards and specifications for hydraulic brake fluid which shall correlate with, and so far as practicable conform to, the then current standards and specifications of the society of automotive engineers applicable to such fluid.

(4) No person shall distribute, have for sale, offer for sale, or sell any hydraulic brake fluid unless it complies with the requirements of this section. No person shall service any vehicle with brake fluid unless it complies with the requirements of this section.

History: En. Sec. 4, Ch. 139, L. 1965; R.C.M. 1947, 32-21-143.4.

61-9-315. Brakes on motor-driven cycles. (1) The division is authorized to require an inspection of the brake on any motor-driven cycle and to disapprove any such brake which it finds will not comply with the performance ability standard set forth in [32-21-143] or which in its opinion is not so designed or constructed as to insure reasonable and reliable performance in actual use.

(2) The division may refuse to register or may suspend or revoke the registration of any vehicle referred to in this section when it has been determined that the brakes thereon do not comply with the provisions of this section.

(3) No person shall operate on any highway any vehicle referred to in this section in the event the division has disapproved the brake equipment upon such vehicle or type of vehicle.

History: En. Sec. 141, Ch. 263, L. 1955; R.C.M. 1947, 32-21-144.

Part 4

Miscellaneous Regulations

61-9-401. Horns and warning devices. (1) Every motor vehicle when operated upon a highway shall be equipped with a horn in good working order and capable of emitting sound audible under normal conditions from a distance of not less than 200 feet, but no horn or other warning device shall emit an unreasonably loud or harsh sound or a whistle. The driver of a motor vehicle shall when reasonably necessary to insure safe operation give audible warning with his horn but shall not otherwise use such horn when upon a highway.

(2) No vehicle shall be equipped with nor shall any person use upon a vehicle any siren, whistle, or bell, except as otherwise permitted in this section.

(3) It is permissible but not required that any commercial vehicle be equipped with a theft alarm signal device which is so arranged that it cannot be used by the driver as an ordinary warning signal.

(4) Any authorized emergency vehicle may be equipped with a siren, whistle, or bell capable of emitting sound audible under normal conditions from a distance of

not less than 500 feet and of a type approved by the division, but such siren shall not be used except when such vehicle is operated in response to an emergency call or in the immediate pursuit of an actual or suspected violator of the law, in which said latter events the driver of such vehicle shall sound said siren when reasonably necessary to warn pedestrians and other drivers of the approach thereof.

History: En. Sec. 142, Ch. 263, L. 1955; R.C.M. 1947, 32-21-145.

61-9-402. Audible and visual signals on vehicles. (1) A police vehicle shall be equipped with a siren capable of giving an audible signal and may, but need not, be equipped with alternately flashing or rotating red or blue lights as specified herein. The use of signal equipment described herein shall impose upon the drivers of other vehicles the obligation to yield right-of-way and/or to stop and to proceed past such signal or light only with caution and at a speed which is no greater than is reasonable and proper under the conditions existing at the point of operation.

(2) Every authorized emergency vehicle shall, in addition to any other equipment and distinctive markings required by this chapter, be equipped with a siren and an alternately flashing or rotating red light as specified herein.

(3) Every authorized emergency vehicle shall, in addition to any other equipment and distinctive markings required by this chapter, be equipped with signal lamps mounted as high and as widely spaced laterally as practicable, which shall be capable of displaying to the front two alternately flashing red lights located at the same level and to the rear two alternately flashing red lights located at the same level, and these lights shall have sufficient intensity to be visible at 500 feet in normal sunlight.

(4) Every bus used for the transportation of school children shall, in addition to any other equipment and distinctive markings required by this chapter, be equipped with signal lamps mounted as high and as widely spaced laterally as practicable, displaying to the front two red and two amber alternating flashing lights and to the rear two red and two amber alternating flashing lights. These lights shall have sufficient intensity to be visible at 500 feet in normal sunlight. The warning lights shall be of a type and located on each bus as prescribed by the state board of education and approved by the division.

(5) Police vehicles and authorized emergency vehicles may, and emergency service vehicles shall, in addition to any other equipment and distinctive markings required by this chapter be equipped with alternately flashing or rotating amber lights as specified herein. The use of signal equipment described herein shall impose upon the drivers of other vehicles the obligation to yield right-of-way and/or to stop and to proceed past such signal or light only with caution and at a speed which is no greater than is reasonable and proper under the conditions existing at the point of operation.

(6) Blue, red, and amber lights required in subsections (1), (2), and (3) of this section shall be mounted as high as and as widely spaced laterally as practicable and capable of displaying to the front two alternately flashing lights of the specified color located at the same level and to the rear two alternately flashing lights of the specified color located at the same level or as an alternative, one rotating light of the specified color, mounted as high as is practicable which shall be both visible front and rear. These lights shall have sufficient intensity to be visible at 500 feet in normal sunlight. The use of blue lights as required in subsection (1) of this section shall be restricted to police vehicles as defined in 61-1-118.

History: En. Sec. 129, Ch. 263, L. 1955; amd. Sec. 1, Ch. 40, L. 1959; amd. Sec. 1, Ch. 250, L. 1965; amd. Sec. 4, Ch. 153, L. 1975; R.C.M. 1947, 32-21-132.

61-9-403. Mufflers — prevention of noise. (1) Every motor vehicle shall at all times be equipped with a muffler in good working order and in constant operation to prevent excessive or unusual noise and annoying smoke, and no person shall use a muffler cutout, bypass, or similar device upon a motor vehicle on a highway.

(2) The engine and power mechanism of every motor vehicle shall be so equipped and adjusted as to prevent the escape of excessive fumes or smoke.

History: En. Sec. 143, Ch. 263, L. 1955; R.C.M. 1947, 32-21-146.

61-9-404. Mirrors. On and after January 1, 1960, every motor vehicle shall be equipped with a mirror so located as to reflect to the driver a view of the highway for a distance of at least 200 feet to the rear of such motor vehicle.

History: En. Sec. 144, Ch. 263, L. 1955; amd. Sec. 1, Ch. 113, L. 1959; R.C.M. 1947, 32-21-147.

61-9-405. Windshields to be unobstructed and equipped with wipers. (1) No person shall drive any motor vehicle with any sign, poster, or other nontransparent material upon the front windshield, side wings, or side or rear windows of such vehicle which obstructs the driver's clear view of the highway or any intersecting highway.

(2) The windshield on every motor vehicle shall be equipped with a device for clearing rain, snow, or other moisture from the windshield, which device shall be so constructed as to be controlled or operated by the driver of the vehicle.

(3) Every windshield wiper upon a motor vehicle shall be maintained in good working order.

History: En. Sec. 145, Ch. 263, L. 1955; R.C.M. 1947, 32-21-148.

61-9-406. Restrictions as to tire equipment. (1) A solid rubber tire on a vehicle shall have rubber on its entire traction surface at least 1 inch thick above the edge of the flange of the entire periphery.

(2) A person may not operate or move on a highway a motor vehicle, trailer, or semitrailer having a metal tire in contact with the roadway.

(3) A tire on a vehicle moved on a highway may not have on its periphery a block, stud, flange, cleat, or spike, or other protuberance of a material other than rubber which projects beyond the tread of the traction surface of the tire, except that it is permissible to use farm machinery with tires having protuberances which will not injure the highway. It is also permissible to use tire chains of reasonable proportions or pneumatic tires, the traction surfaces of which have been embedded with material such as wood, wire, plastic or metal, which may not protrude more than one-sixteenth of an inch beyond the tire tread, upon a vehicle when required for safety because of snow, ice, or other conditions tending to cause a vehicle to skid. The use of pneumatic tires embedded as provided in this section is permitted only between October 1 and May 31 of each year, except that one of those tires may be used for a spare in case of tire failure. School buses equipped with such embedded pneumatic tires may operate from August 15 through the following June 15.

(4) The department of highways and local authorities in their respective jurisdictions may in their discretion issue special permits authorizing the operation upon a highway of farm tractors or other farm machinery, or of traction engines or tractors having movable tracks with transverse corrugations upon the periphery of the movable tracks, the operation of which upon the highway would otherwise be prohibited under this section.

History: En. Sec. 146, Ch. 263, L. 1955; amd. Sec. 1, Ch. 92, L. 1967; amd. Sec. 1, Ch. 194, L. 1971; amd. Sec. 1, Ch. 192, L. 1973; amd. Sec. 67, Ch. 316, L. 1974; R.C.M. 1947, 32-21-149(a) thru (d).

61-9-407. Fenders, splash aprons, or flaps required on certain vehicles — dimension and location — violation a misdemeanor — penalty. (1) It shall be unlawful for any person to move, or permit to be moved, any truck, bus, truck tractor, trailer, or semitrailer, as defined in this title, upon the public highways without having first equipped the rearmost wheels or set of wheels of such vehicle with fenders, splash aprons, or flaps. Such fenders, splash aprons, or flaps shall be designed, constructed, and attached to the vehicle in such manner so as to arrest and deflect dirt, mud, water, rocks, and other substances which may be picked up by the rear wheels of such vehicle and thrown into the air, as follows:

(a) If the vehicle is equipped with fenders, the same shall extend in full width from a point above and forward of the center of the tire or tires over and to the rear thereof.

(b) If the vehicle is equipped with splash aprons or flaps, the same shall extend downward in full width from a point not lower than halfway between the center of the tire or tires and the top of said tire or tires and to the rear thereof.

(c) If the vehicle is in excess of 8,000 pounds gross vehicle weight, such fenders, splash aprons, or flaps shall extend downward to a point that is not more than 10 inches above the surface of the highway when the vehicle is empty.

(d) If the vehicle is 8,000 pounds or less gross vehicle weight such fenders, splash aprons, or flaps shall extend downward to a point that is not more than 20 inches above the surface of the highway when the vehicle is empty.

(2) Fenders, splash aprons, or flaps, as used in subsection (1) of this section, shall be deemed to be of sufficient size and construction as to comply with the requirements thereof, if constructed as follows:

(a) when measured on the cross-sections of the tread of the wheel or on the combined cross-sections of the treads of multiple wheels, such fender, splash apron, or flap extends at least to each side of the width of the tire or of the combined width of the multiple tires, as the case may be; and

(b) such fender, splash apron, or flap is so constructed as to be capable at all times of arresting and deflecting such dirt, mud, water, or other substance as may be picked up and carried by such wheel or wheels.

History: En. Sec. 1, Ch. 286, L. 1969; R.C.M. 1947, 32-21-149.1(a), (b).

61-9-408. Safety glazing material in motor vehicles. (1) On and after January 1, 1956, no person shall sell any new motor vehicle as specified herein, nor shall any new motor vehicle as specified herein be registered thereafter unless such vehicle is equipped with safety glazing material wherever glazing material is used in doors, windows, and windshields. The foregoing provisions shall apply to all passenger-type motor vehicles, including passenger buses and school buses, but in respect to trucks, including truck tractors, the requirements as to safety glazing material shall apply to all glazing material used in doors, windows, and windshields in the driver's compartments of such vehicles.

(2) The term "safety glazing materials" means glazing materials so constructed, treated, or combined with other materials as to reduce substantially in comparison with ordinary sheet glass or plate glass the likelihood of injury to persons by objects from exterior sources or by these safety glazing materials when they may be cracked or broken.

History: En. Sec. 147, Ch. 263, L. 1955; R.C.M. 1947, 32-21-150.

61-9-409. Seatbelts required in new vehicles. It is unlawful for any person to buy, sell, lease, trade, or transfer from or to Montana residents at retail an automobile which is manufactured or assembled commencing with the 1966 models unless such vehicle is equipped with safety belts installed for use in the left front and right front seats thereof, and no such vehicle shall be operated in this state unless such belts remain installed.

History: En. Sec. 1, Ch. 115, L. 1965; R.C.M. 1947, 32-21-150.1.

61-9-410. Specifications for seatbelts. All such safety belts must be of a type and must be installed in a manner approved by the division of motor vehicles. The division shall establish specifications and requirements for approved types of safety belts and attachments thereto. The division will accept, as approved, all seatbelt installations and the belt and anchor meeting the society of automotive engineers' specifications.

History: En. Sec. 2, Ch. 115, L. 1965; R.C.M. 1947, 32-21-150.2.

61-9-411. Certain vehicles to carry flares or other warning devices. (1) No person shall operate any motor truck of 1-ton capacity or greater, passenger bus, or truck tractor upon any highway outside the corporate limits of municipalities at any time unless there shall be carried in such vehicle, except as provided in subsection (2), the following equipment:

(a) at least three flares or three red electric lanterns or three portable red emergency reflectors each of which shall be capable of being seen and distinguished at a distance of not less than 600 feet under normal atmospheric conditions at nighttime. No portable reflector unit shall be used for the purpose of compliance with the requirements of this section unless it is so designed and constructed as to display a minimum of 24 square inches of reflective surface, or two reflecting elements; one above the other, either of which shall be capable of reflecting red light clearly visible from all distances within 600 feet to 100 feet under normal atmospheric conditions at night when directly in front of lawful upper beams of headlamps;

(b) at least three red-burning fusees unless red electric lanterns or red portable emergency reflectors are carried;

(c) at least two red cloth flags, no less than 12 inches square, with standards to support such flags.

(2) No person shall operate at the time and under the conditions stated in subsection (1) any motor vehicle used for the transportation of explosives, any cargo tank truck used for the transportation of flammable liquids or compressed gases, or any motor vehicle using compressed gas as a fuel unless there shall be carried in such vehicle three red electric lanterns or three portable red emergency reflectors meeting the requirements of subsection (1), and there shall not be carried in any said vehicle any flares, fusees, or signal produced by flame.

(3) As an alternative to the equipment required in subsections (1) and (2), three emergency reflective triangles conforming with U.S. department of transportation motor vehicle safety standard 125 may be carried.

History: En. Sec. 148, Ch. 263, L. 1955; amd. Sec. 1, Ch. 108, L. 1957; amd. Sec. 1, Ch. 70, L. 1975; R.C.M. 1947, 32-21-151.

61-9-412. Display of warning devices when vehicle disabled. (1) Whenever any motor truck, passenger bus, truck, tractor, trailer, semitrailer, or pole trailer is disabled upon the traveled portion of any highway or the shoulder thereof outside of any municipality at any time when lighted lamps are required on vehicles the driver of such vehicle shall display the following warning devices upon the highway during the time the vehicle is so disabled on the highway except as provided in subsection (2):

(a) A lighted fusee, a lighted red electric lantern, or a portable red emergency reflector shall be immediately placed at the traffic side of the vehicle in the direction of the nearest approaching traffic.

(b) As soon thereafter as possible but in any event within the burning period of the fusee (15 minutes), the driver shall place three liquid burning flares (pot torches) or three lighted red electric lanterns or three portable red emergency reflectors on the traveled portion of the highway in the following order:

(i) one approximately 100 feet from the disabled vehicle in the center of the lane occupied by such vehicle and toward traffic approaching in that lane;

(ii) one approximately 100 feet in the opposite direction from the disabled vehicle and in the center of the traffic lane occupied by such vehicle;

(iii) one at the traffic side of the disabled vehicle not less than 10 feet rearward or forward thereof in the direction of the nearest approaching traffic. If a lighted red electric lantern or a red portable emergency reflector has been placed at the traffic side of the vehicle in accordance with subsection (1)(b)(i) of this section, it may be used for this purpose.

(2) Whenever any vehicle referred to in this section is disabled within 500 feet of a curve, hillcrest, or other obstruction to view, the warning signal in that direction shall be so placed as to afford ample warning to other users of the highway but in no case less than 500 feet from the disabled vehicle.

(3) Whenever any vehicle of a type referred to in this section is disabled upon any roadway of a divided highway during the time that lights are required, the appropriate warning devices prescribed in subsections (1) and (5) shall be placed as follows:

(a) one at a distance of approximately 200 feet from the vehicle, in the center of the lane occupied by the stopped vehicle and in the direction of traffic approaching in that lane;

(b) one at a distance of approximately 100 feet from the vehicle, in the center of the lane occupied by the vehicle and in the direction of traffic approaching in that lane;

(c) one at the traffic side of the vehicle and approximately 10 feet from the vehicle in the direction of the nearest approaching traffic.

(4) Whenever any vehicle of a type referred to in this section is disabled upon the traveled portion of a highway or the shoulder thereof outside of any municipality at any time when the display of fusees, flares, red electric lanterns, or portable red emergency reflectors is not required, the driver of the vehicle shall display two red flags upon the roadway in the lane of traffic occupied by the disabled vehicle, or at a distance of approximately 100 feet in advance of the vehicle, and one at a distance of approximately 100 feet to the rear of the vehicle.

(5) Whenever any motor vehicle used in the transportation of explosives or any cargo tank truck used for the transportation of any flammable liquid or compressed flammable gas, or any motor vehicle using compressed gas as a fuel, is disabled upon any highway of this state at any time or place mentioned in subsection (1) of this section, the driver of such vehicle shall immediately display the following warning devices:

(a) one red electric lantern or portable red emergency reflector placed on the roadway at the traffic side of the vehicle and two red electric lanterns or portable red reflectors, one placed approximately 100 feet to the front and one placed approximately 100 feet to the rear of the disabled vehicle in the center of the traffic lane occupied by such vehicle;

(b) flares, fusees, or signals produced by flame shall not be used as warning devices for disabled vehicles of the type mentioned in this subsection (5).

(6) The flares, fusees, red electric lanterns, portable red emergency reflectors and flags to be displayed as required in this section shall conform with the requirements of 61-9-411 applicable thereto.

History: En. Sec. 149, Ch. 263, L. 1955; R.C.M. 1947, 32-21-152.

61-9-413. Vehicles transporting explosives. (1) Any person operating any vehicle transporting any explosive as a cargo or part of a cargo upon a highway shall at all times comply with the provisions of this section.

(2) Said vehicle shall be marked or placarded on each side and the rear with the word "EXPLOSIVES" in letters not less than 8 inches high, or there shall be displayed on the rear of such vehicle a red flag not less than 24 inches square marked with the word "DANGER" in white letters 6 inches high.

(3) Every said vehicle shall be equipped with not less than two fire extinguishers, filled and ready for immediate use, and placed at a convenient point on the vehicle so used.

(4) The division is hereby authorized and directed to promulgate such additional regulations governing the transportation of explosives and other dangerous articles by vehicles upon the highway as it shall deem advisable for the protection of the public.

History: En. Sec. 150, Ch. 263, L. 1955; R.C.M. 1947, 32-21-153.

61-9-414. Logging trucks. Every truck or truck trailer combination actively engaged in transporting logs shall be equipped as follows:

(1) (a) At least three binders shall be required as standard equipment on any truck or truck trailer combination actively engaged in transporting logs upon the public highways of the state.

(b) Such binders shall be of steel chain or steel cable.

(c) The minimum diameter of any portion of such binders shall be three-eighths inch.

(d) Such binders shall be of sufficient length to encompass any load when secured by a fastener.

(2) (a) Binders used to secure loads of logs together shall be fastened by means of a fastener.

(b) The minimum diameter of the portions of the fastener under direct stress from the binder shall be three-eighths inch.

(c) The handle, or leverage portion of the fastener, when in use in tightening and holding the binder shall be securely fastened to the binder or to the fastener in such a way that it cannot be accidentally loosened.

(3) At least two binders shall be in use on all loads. Such binders shall be placed as close as reasonably possible to the front and rear bunks.

(4) In the event short logs are loaded on top of longer logs, sufficient binders shall be used to secure both ends of such short logs to the main body of the load. No logs may extend laterally beyond the stakes which form the outer boundary of the load at the top of such stakes. Logs or poles loaded above the tops of the stakes shall be loaded in a pyramidal fashion.

History: En. Sec. 119, Ch. 263, L. 1955; amd. Sec. 1, Ch. 233, L. 1959; amd. Sec. 1, Ch. 182, L. 1974; R.C.M. 1947, 32-21-122(part).

61-9-415. Slow-moving vehicles. (1) It shall be unlawful after January 1, 1970, for any person to operate on the roadway of any state highway, farm, rural, or county roads and city streets of this state any slow-moving vehicle or equipment, any animal-drawn vehicle, or any other machinery designed for use at speeds less than 25 miles per hour, including all road construction or maintenance machinery, except when engaged in actual construction or maintenance work either guarded by a flagman or clearly visible warning signs, which normally travels or is normally used at a speed of less than 25 miles per hour, unless there is displayed on the rear thereof an emblem as described in and displayed as provided in subsection (2) of this section. The requirement of such emblem shall be in addition to any lighting devices required by law.

(2) The emblem required by subsection (1) of this section shall be of substantial construction, and shall be a based-down equilateral triangle of fluorescent yellow-orange film or equivalent quality paint with a base of 14 inches and an altitude of 12 inches. Such triangle shall be bordered with reflective red strips having a mini-

mum width of 1 ¾ inches, with the vertices of the overall triangle truncated such that the remaining altitude shall be a minimum of 14 inches. Such emblem shall be mounted on the rear of such vehicle near the horizontal geometric center of the vehicle at a height of 3 to 5 feet above the roadway, and shall be maintained in a clean, reflective condition.

(3) In addition to the foregoing requirements, on a highway that has only two lanes for traffic moving in opposite directions, when an overtaking vehicle being operated in conformity with 61-8-303 does not have a clear lane for passing as required by 61-8-325, the driver of a slower-moving, overtaken vehicle shall, at the first opportunity, whenever sufficient area for a safe turnout exists, move the overtaken vehicle off the main-traveled portion of the highway until the overtaking vehicle is safely clear of the overtaken vehicle.

History: En. Sec. 127, Ch. 263, L. 1955; amd. Sec. 1, Ch. 247, L. 1969; R.C.M. 1947, 32-21-130(b), (c), (e).

61-9-416. Commercial tow car requirements. (1) Every commercial tow car used to tow a vehicle by means of a crane, hoist, tow bar, towline, or dolly shall be:

(a) equipped with and carry not less than two red flares or two red lanterns or two warning lights or reflectors, which reflectors shall be of a type approved by the division;

(b) equipped with at least two highway warning signs of a uniform type prescribed by the division and shall be so designed as to be visible both day and night. The operator of a commercial tow car used for the purpose of rendering assistance to other vehicles shall, when the rendering of assistance necessitates the obstruction of any portion of the roadway outside a business or residence district, place a highway warning sign 200 feet in advance of and 200 feet to the rear of the disabled vehicle, except as otherwise provided in this section. When a motor vehicle is disabled on the highway, such tow car operator called to render assistance during the hours of darkness shall immediately upon arrival place warning signs upon the highway as prescribed in this section and in addition thereto shall place not less than one red flare, red lantern, or warning light or reflector in close proximity to each warning sign.

(c) equipped with and carry a fire extinguisher of at least 2 quart capacity of a type capable of extinguishing a fire;

(d) equipped with a lamp emitting a flashing or steady red light mounted on top of the cab of the tow car or on the top of the crane or hoist if such light can be seen from the front of the tow car. The light from such lamp must be visible for a distance of 1,000 feet under normal atmospheric conditions, and shall be mounted in such a manner that it can be securely fastened with the lens of the lamp facing the rear of the tow car upon which it is mounted. When standing at the location from which the disabled vehicle is to be towed, the operator of the tow car may unfasten the red light and place it in any position deemed advisable to warn approaching drivers. When the disabled vehicle is ready for towing the red light must be turned to rear of the tow car upon which it is mounted and securely locked in this position. Additional red lights of an approved type may be displayed at either or both sides of the tow car as the case may warrant during the period of preparation at the location from which the disabled vehicle is to be towed.

(e) equipped with one or more brooms, and the operator of the tow car engaged to remove a disabled vehicle from the scene of an accident shall remove all glass and debris deposited upon the roadway by the disabled vehicle which is to be towed;

(f) equipped with and carry a shovel, and whenever practical the tow car operator engaged to remove any disabled vehicle shall spread dirt upon that portion of the roadway where oil or grease has been deposited by such disabled vehicle;

(g) equipped with and carry a portable electrical extension cord for use in displaying a light on the rear of the disabled vehicle. The length of such extension cord shall not be less than the length of the combined vehicles, and whenever a disabled vehicle is towed during the hours of darkness and the rear lamp or lamps on the disabled vehicle cannot be lighted, the tow car operator shall provide for such rear light by means of the extension cord herein referred to.

(2) The owner or operator of a commercial tow car who complies with the requirements of this section may stop or park such tow car upon a highway for the purpose of rendering assistance to a disabled vehicle, notwithstanding other provisions of this code.

History: En. Sec. 1, Ch. 201, L. 1959; R.C.M. 1947, 32-21-161.

61-9-417. Headgear required for minor motorcycle riders. An operator and passenger under 18 years of age of any motorcycle operated upon the streets or highways of this state shall wear protective headgear upon the head. The headgear shall meet standards established by the department of justice.

History: En. Sec. 1, Ch. 398, L. 1973; amd. Sec. 1, Ch. 179, L. 1974; amd. Sec. 1, Ch. 273, L. 1974; amd. Sec. 1, Ch. 54, L.1977; R.C.M. 1947, 32-21-105.1(1).

61-9-418. Motorcycle noise suppression devices. All motorcycles operated on the streets and highways of this state shall be equipped at all times with noise suppression devices, including an exhaust muffler, in good working order and in constant operation. In addition, all motorcycles operating on streets and highways shall meet the following noise decibel limitations, on the standard A scale, such decibel limitations to be measured at 50 feet distant from the closest point to the motorcycle:

(1) any motorcycle manufactured prior to 1970 92 db(A)
(2) any motorcycle manufactured after 1969 but prior to 1973 88 db(A)
(3) any motorcycle manufactured after 1972 but prior to 1975 86 db(A)
(4) any motorcycle manufactured after 1974 but prior to 1978 80 db(A)
(5) any motorcycle manufactured after 1977 but prior to 1988 75 db(A)
(6) any motorcycle manufactured after 1987 70 db(A)

History: En. Sec. 1, Ch. 398, L. 1973; amd. Sec. 1, Ch. 179, L. 1974; amd. Sec. 1, Ch. 273, L. 1974; amd. Sec. 1, Ch. 54, L. 1977; R.C.M. 1947, 32-21-105.1(2).

Part 5

Enforcement — Penalties

61-9-501. Inspections by officers of the department. (1) The division or its agents may at any time upon reasonable cause to believe that a vehicle is unsafe or not equipped as required by law or that its equipment is not in proper adjustment or repair require the driver of such vehicle to stop and submit such vehicle to an inspection and such test with reference thereto as may be appropriate.

(2) In the event such vehicle and its equipment are found to be in safe condition and in full compliance with the law, the officer making such inspection may issue to the driver an official certificate of inspection and approval of such vehicle specifying those parts or equipment so inspected and approved.

(3) In the event such vehicle is found to be in unsafe condition or any required part or equipment is not present or is not in proper repair and adjustment the offi-

cer shall give a written notice to the driver and shall send a copy to the division. Said notice shall specify the deficiencies and require that such vehicle be placed in safe condition and its equipment in proper repair and adjustment within 5 days.

History: En. Sec. 152, Ch. 263, L. 1955; R.C.M. 1947, 32-21-155.

61-9-502. Semiannual inspection of school buses. (1) The division shall perform the semiannual inspection of school buses, one of which shall be at least 30 days prior to the beginning of the school term, and reinspect the buses, if necessary, before the beginning of the school term.

(2) The division's inspection shall determine if the school buses meet the minimum standards for school buses as adopted by the board of public education.

History: En. 32-21-155.1 by Sec. 2, Ch. 179, L. 1969; amd. Sec. 1, Ch. 141, L. 1973; R.C.M. 1947, 32-21-155.1.

61-9-503. Owners and drivers to comply with inspection laws. (1) No person driving a vehicle shall refuse to submit such vehicle to an inspection and test when required to do so by the division or an authorized officer or employee of the department.

(2) Every owner or driver, upon receiving a notice as provided in 61-9-501, shall comply therewith and shall within 5 days have the deficiencies corrected and shall forward notification of such correction to the division. In lieu of compliance with this subsection the vehicle shall not be operated, except as provided in subsection (3).

(3) No person shall operate any vehicle after receiving a notice with reference thereto as above provided, except as may be necessary to return such vehicle to the residence or place of business of the owner or driver, if within a distance of 20 miles, or to a garage until said vehicle and its equipment has been placed in proper repair and adjustment and otherwise made to conform to the requirements of this chapter.

History: En. Sec. 153, Ch. 263, L. 1955; R.C.M. 1947, 32-21-156.

61-9-504. Rules. The division is hereby empowered to make additional rules governing the use of safety equipment on motor vehicles, vehicles, and/or combination of vehicles, that is, trailer hitches, safety chains, mounts, tow bars, and other similar equipment as it shall deem advisable for the protection of the public.

History: En. Sec. 119, Ch. 263, L. 1955; amd. Sec. 1, Ch. 233, L. 1959; amd. Sec. 1, Ch. 182, L. 1974; R.C.M. 1947, 32-21-122(part).

61-9-505 through 61-9-510 reserved.

61-9-511. Violation of chapter — penalty. (1) It is a misdemeanor for any person to violate any of the provisions of this chapter unless such violation is by this chapter or other law of this state declared to be a felony.

(2) Every person convicted of a misdemeanor for a violation of any of the provisions of this chapter for which another penalty is not provided shall for a first conviction thereof be punished by a fine of not less than $10 or more than $100 or by imprisonment for not more than 10 days. For a second conviction within 1 year thereafter such person shall be punished by a fine of not less than $25 or more than $200 or by imprisonment for not more than 20 days or by both such fine and imprisonment. Upon a third or subsequent conviction within 1 year after the first conviction such person shall be punished by a fine of not less than $50 or more than $500 or by imprisonment for not more than 6 months or by both fine and imprisonment.

(3) On failure of payment of fines, the offender in cases of misdemeanor shall be imprisoned in the county jail in the county in which the offense has been committed, and said imprisonment shall be computed upon the basis of $2 of said fine for each day's incarceration.

(4) Upon conviction the court costs, or any part thereof, may also be assessed against the defendant in the discretion of the court.

History: En. Sec. 154, Ch. 263, L. 1955; R.C.M. 1947, 32-21-157.

61-9-512. Violation of rules — penalty. Any violation of any rules adopted by the division shall be deemed a misdemeanor.

History: En. Sec. 119, Ch. 263, L. 1955; amd. Sec. 1, Ch. 233, L. 1959; amd. Sec. 1, Ch. 182, L. 1974; R.C.M. 1947, 32-21-122(part).

61-9-513. Violation of general lighting requirement and slow-moving vehicle provisions — penalty. Any person violating the provisions of 61-9-216 or 61-9-415 shall be subject to penalty as provided in 61-9-511.

History: En. Sec. 127, Ch. 263, L. 1955; amd. Sec. 1, Ch. 247, L. 1969; R.C.M. 1947, 32-21-130(d).

61-9-514. Unauthorized use of firefighter's private vehicle — penalty. Any person violating the provisions of 61-9-227 is guilty of a misdemeanor.

History: En. Sec. 2, Ch. 154, L. 1957; R.C.M. 1947, 32-21-141.2.

61-9-515. Violations of provisions relating to fenders, splash aprons, or flaps — penalty. Any person violating any of the provisions of 61-9-407 shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished by a fine of not less than $10 or more than $25 or by imprisonment in the county jail for a period of not more than 30 days or by both such fine and imprisonment.

History: En. Sec. 1, Ch. 286, L. 1969; R.C.M. 1947, 32-21-149.1(c).

61-9-516. Penalty for seatbelt violations. Any person who shall violate any of the provisions of 61-9-409 and 61-9-410 shall be guilty of a misdemeanor and upon conviction shall be fined not to exceed $100.

History: En. Sec. 3, Ch. 115, L. 1965; R.C.M. 1947, 32-21-150.3.

61-9-517. Violation of towing requirements — penalty. Any person violating any of the provisions of 61-9-416 shall be deemed guilty of a misdemeanor and subject to a penalty not to exceed $100.

History: En. Sec. 2, Ch. 201, L. 1959; R.C.M. 1947, 32-21-162.

61-9-518. Violation of motorcycle requirements — penalty. (1) A person convicted of the violation of 61-9-417 shall be fined $5.

(2) A person convicted of the violation of 61-9-418 shall be punished by a fine of not less than $10 or more than $100 or by imprisonment for not more than 10 days or by both such fine and imprisonment for the first such conviction. For a second conviction within 1 year thereafter, such person shall be punished by a fine of not less than $25 or more than $200 or by imprisonment for not more than 20 days or by both such fine and imprisonment. Upon a third or subsequent conviction within 1 year after the first conviction, such person shall be punished by a fine of not less than $50 or more than $500 or by imprisonment for not more than 6 months or by both such fine and imprisonment.

History: En. Sec. 1, Ch. 398, L. 1973; amd. Sec. 1, Ch. 179, L. 1974; amd. Sec. 1, Ch. 273, L. 1974; amd. Sec. 1, Ch. 54, L. 1977; R.C.M. 1947, 32-21-105.1(3), (4).

61-9-519. Violation of tire restrictions — penalty. A person violating 61-9-406 is guilty of a misdemeanor.

History: En. Sec. 146, Ch. 263, L. 1955; amd. Sec. 1, Ch. 92, L. 1967; amd. Sec. 1, Ch. 194, L. 1971; amd. Sec. 1, Ch. 192, L. 1973; amd. Sec. 67, Ch. 316, L. 1974; R.C.M. 1947, 32-21-149(e).

CHAPTER 10

SIZE — WEIGHT — LOAD

Part 1 — Standards, Permits, and Fees

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Part 1

Standards, Permits, and Fees

61-10-101. Standards of maximum dimensions, weights, etc. The standards provided for in 61-10-102 through 61-10-110 govern the maximum dimensions, weights, and other characteristics of motor vehicles operating over the highways in the state to the exclusion of other standards or other requirements respecting the subject matter.

History: En. 32-1123.1 by Sec. 12, Ch. 316, L. 1974; R.C.M. 1947, 32-1123.1.

61-10-102. Width. (1) A vehicle, unladen or with load, may not have a total outside width in excess of 102 inches, except buses which may have a total outside width not to exceed 102 inches. This bus width is allowed only on paved highways 20 feet or more in width.

(2) This restriction does not apply to an implement of husbandry or a vehicle used for hauling hay moved or propelled upon the highway during daylight hours for a distance of not more than 100 miles, if the movement is incidental to the farming operations of the owner of the implement of husbandry or the vehicle used for hauling hay. If the implement of husbandry or the vehicle used for hauling hay has a width in excess of 12 feet, it shall be preceded by flagmen escorts for the purpose of warning other highway users. This restriction does not apply to dual wheel tractors under 15 feet overall width which are used in farming operations. The rear of such an implement of husbandry or vehicle used for hauling hay shall properly display lights which meet standard requirements in 61-9-219. However, if the highway passes through a hazardous area, such implements of husbandry or vehicles used for hauling hay must be preceded and followed by flagmen escorts.

(3) The maximum width of any vehicle engaged in transporting logs unladen or with load shall not exceed a width of 96 inches unless permits for excess width have been granted by virtue of [32-1127].

History: (1), (2)En. 32-1123.3 by Sec. 14, Ch. 316, L. 1974; amd. Sec. 1, Ch. 314, L. 1975; Sec. 32-1123.3, R.C.M. 1947; (3)En. Sec. 119, Ch. 263, L. 1955; amd. Sec. 1, Ch. 233, L. 1959; amd. Sec. 1, Ch. 182, L. 1974; Sec. 32-21-122, R.C.M. 1947; R.C.M. 1947, 32-1123.3, 32-21-122(part).

61-10-103. Height. A vehicle, unladen or with load, may not exceed a height of 13 feet, 6 inches.

History: En. 32-1123.4 by Sec. 15, Ch. 316, L. 1974; R.C.M. 1947, 32-1123.4.

61-10-104. Length. (1) A single truck, bus, or any self-propelled vehicle, unladen or with load, may not have an overall length, inclusive of front and rear bumpers, in excess of 40 feet.

(2) A combination of truck and trailer, tractor and semitrailer, tractor-semitrailer-full-trailer, or tractor-semitrailer-semitrailer converted to a trailer by use of a dolly equipped with a fifth wheel may not have an overall length, inclusive of front and rear bumpers, in excess of 60 feet. If the combination consists of more than two units, the rear units of the combination shall be equipped with breakaway brakes.

(3) A motor vehicle may not tow more than one motor vehicle, and a motor vehicle may not draw more than two motor vehicles attached to it by the dual saddle-mount method; that is, by mounting the front wheels of one vehicle on the bed of another, leaving only the rear wheels of the vehicle in contact with the roadway, nor may this combination have an overall length, inclusive of front and rear bumpers, in excess of 60 feet.

(4) A passenger vehicle or truck of less than 2,000 pounds "manufacturers' rated capacity" may not tow more than one trailer or semitrailer, nor may this combination have an overall length, inclusive of front and rear bumpers, in excess of 60 feet.

History: En. 32-1123.5 by Sec. 16, Ch. 316, L. 1974; amd. Sec. 1, Ch. 20, L. 1975; R.C.M. 1947, 32-1123.5.

61-10-105. Permissible loads. (1) An axle may not carry a load in excess of 18,000 pounds. An axle load is defined as the total load transmitted to the road by all wheels whose centers are included between two parallel transverse vertical planes 40 inches apart, extending across the full width of the vehicle.

(2) (a) The gross weight of a group of axles of a vehicle or combination of vehicles, if the distance between first and last axles of a group of axles is 18 feet or less, and the gross weight of a vehicle if the distance between the first and last axles of all the axles of the vehicle is 18 feet or less, may not exceed that set forth in the following table of weights:

Distance in Feet Between the First and Last Axles of any Group of Axles of any Vehicle or Combination of Vehicles or Between the First and Last Axles of all of the Axles of any Vehicle.	Maximum Gross Weight, in Pounds, of any Group of Axles, of any Vehicle or Combination of Vehicles, or of any Vehicle.
4	32,000
5	32,000
6	32,200
7	32,900
8	33,600
9	34,300
10	35,000
11	35,700
12	36,400
13	37,100
14	43,200
15	44,000
16	44,800
17	45,600
18	46,400

(b) The gross weight of a vehicle or combination of vehicles, if the distance between the first and last axles of the vehicle or combination of vehicles is more than 18 feet, may not exceed that set forth in the following table of weights:

Distance in Feet Between the First and Last Axles of all the Axles of a Vehicle or Combination of Vehicles.	Maximum Gross Weight, in Pounds, of any Vehicle or Combination of Vehicles.
18	46,400
19	47,200
20	48,000
21	48,800
22	49,600
23	50,400
24	51,200
25	55,250
26	56,100
27	56,950
28	57,800
29	58,650
30	59,500
31	60,350
32	61,200
33	62,050
34	62,900
35	63,750
36	64,600
37	65,450
38	66,300
39	68,000
40	70,000
41	72,000
42	73,280
43	73,280
44	73,280
45	73,280
46	73,280
47	73,280
48	73,280
49	73,280
50	73,280
51	73,280
52	73,600
53	74,400
54	75,200
55	76,000
56	76,400
57	76,800

History: En. 32-1123.6 by Sec. 17, Ch. 316, L. 1974; R.C.M. 1947, 32-1123.6.

61-10-106. Measuring distance between axles. The distance between axles shall be measured to the nearest foot. When a fractional measurement is exactly one-half foot, the next larger whole number shall be used.

History: En. 32-1123.8 by Sec. 19, Ch. 316, L. 1974; R.C.M. 1947, 32-1123.8.

61-10-107. Maximum gross axle weight — permit required. (1) The department of highways may, based on evaluation of safety, highway capacity, and economics of highway maintenance and vehicle operation, authorize by special permit at a fee of $10, specifiying highway routings, the operation of a vehicle having two but not more than nine axles if the maximum single axle load is 20,000 pounds and if no two consecutive axles more than 40 inches or less than 96 inches apart carry a load in excess of 34,000 pounds. For purposes of this section, axles 40 inches or less apart are considered as a single axle. The maximum gross weight allowed on a vehicle or combination so authorized by this special permit shall be determined by the formula W equals 500 (LN/N minus 1 plus 12N plus 36) in which W equals gross weight, L equals wheel base in feet, and N equals number of axles. However, the maximum allowable gross weight on a group of axles may not exceed the following values:

2 axles	40,000 pounds
3 axles	60,000 pounds
4 axles	80,000 pounds
5 axles	85,500 pounds
6 axles	90,000 pounds
7 axles	105,500 pounds
8 axles	105,500 pounds
9 axles	105,500 pounds

(2) This section does not apply to highways which are a part of the national system of interstate and defense highways (as referred to in 23 U.S.C. 127) when application of this section would prevent this state from receiving federal funds for highway purposes.

History: En. 32-1123.7 by Sec. 18, Ch. 316, L. 1974; R.C.M. 1947, 32-1123.7.

61-10-108. Reduction under special circumstances. The maximum axle and axle group loads stated in 61-10-105 are subject to reasonable reduction in the discretion of the department during periods when road subgrades have been weakened by water saturation or other causes.

History: En. 32-1123.9 by Sec. 20, Ch. 316, L. 1974; R.C.M. 1947, 32-1123.9.

61-10-109. Operation without special permits. The operation of vehicles or combinations of vehicles having dimensions or weights in excess of the maximum limits specified in 61-10-101 through 61-10-108 is permitted only if authorized by special permit issued by the department of highways or its agents or the highway patrol.

History: En. 32-1123.10 by Sec. 21, Ch. 316, L. 1974; R.C.M. 1947, 32-1123.10.

61-10-110. Federal law. Sections 61-10-101 through 61-10-109 do not authorize, without a permit issued as provided by law, the operation of a combination of vehicles having a gross weight, axle load, or size in excess of that authorized in those sections, or the operation of a combination of vehicles on the national system of interstate and defense highways having a gross weight or size in excess of that permitted by law in this state before July 1, 1956, or by federal law or regulation in excess thereof, which is adopted. If federal law allows establishment of size and weight limits in excess of those permitted in those sections, without penalty or denial of federal funds for highway purposes, the department of highways may, by permit designating highway routing, authorize the movement on highways under its jurisdiction of vehicles or combinations of vehicles of a size or weight in excess of the limits provided for in those sections, but within the limits necessary to qualify for federal-aid highway funds.

History: En. 32-1123.11 by Sec. 22, Ch. 316, L. 1974; R.C.M. 1947, 32-1123.11.

61-10-111 through 61-10-120 reserved.

61-10-121. Permits for excess size and weight. (1) The department of highways and local authorities in their respective jurisdictions may in their discretion, upon application in writing and with good cause shown, issue a special permit in writing authorizing the applicant to operate or move a vehicle, combination of vehicles, load, object, or other thing of a size or weight exceeding the maximum specified in 61-10-101 through 61-10-110 upon a highway under the jurisdiction of and for the maintenance of which the body granting the permit is responsible. However, only the department has the discretion to issue permits for movement of a vehicle or combination of vehicles carrying built-up or reducible loads in excess of 9 feet in width or exceeding the length, height, or weight specified in 61-10-101 through 61-10-110. This permit shall be issued in the public interest. A carrier receiving this permit must have public liability and property damage insurance for the protection of the traveling public as a whole. A permit may not be issued for a period of time greater than the license period provided in this title, including grace periods allowed by this title. Owners of vehicles licensed in other jurisdictions may, at the discretion of the department, purchase permits to expire with their registration. A license required by the state governs the issuance of a special permit. The department may issue oversize permits to dealers in implements of husbandry and self-propelled machinery which may be transferred from unit to unit by the dealer for the fees set forth in 61-10-124. These oversize permits expire on December 31 of each year with no grace period. For the purposes of this section, a dealer in implements of husbandry or self-propelled machinery must be a resident of the state. A post-office box number is not a permanent address under this section.

(2) The applicant for a special permit shall specifically describe the powered vehicle or towing vehicle and generally describe the type of vehicle, combination of vehicles, load, object, or other thing to be operated or moved and the particular state highways over which the vehicle, combination of vehicles, load, object, or other thing is to be moved and whether the permit is required for a single trip or for continuous operation.

History: En. 32-1127.1 by Sec. 27, Ch. 316, L. 1974; R.C.M. 1947, 32-1127.1.

61-10-122. Discretion of issuer — conditions. The department or local authority may issue or withhold a special permit at its discretion or, if the permit is issued, limit the number of trips or establish seasonal or other time limitations within which the vehicle, combination of vehicles, load, object, or other thing described may be operated on the public highways indicated, or otherwise limit or prescribe conditions of operation of the vehicle, combination of vehicles, load, object, or other thing when necessary to assure against damage to the road foundation, surfaces, or structures or safety of traffic, and may require an undertaking or other security considered necessary to compensate for injury to a roadway or road structure. During harvest no permit may be denied to oversize harvest or harvest-related agricultural machinery solely on the grounds that the travel takes place on a Saturday or Sunday.

History: En. 32-1127.2 by Sec. 28, Ch. 316, L. 1974; R.C.M. 1947, 32-1127.2.

61-10-123. Haystack movers. A self-propelled vehicle used only for the purpose of moving haystacks on a commercial basis is subject to 61-10-121 through 61-10-127, except as follows:

(1) The vehicle, loaded or unloaded, may not exceed 55 feet in length or 20 feet in width.

(2) A single load may not be moved on the vehicle a distance greater than 75 miles from the point of origin on public roads.

(3) When the vehicle is hauling a load, it shall be accompanied by two pilot cars. Each car shall be equipped with a flashing warning light, a red flag, and a

sign with the words "wide load" written on it. One car shall precede the vehicle by not less than 100 yards or more than one-fourth mile, and one shall follow the vehicle at a distance not less than 100 yards or more than one-fourth mile. The following pilot car shall be in radio contact with the vehicle at all times.

(4) The speed of the vehicle shall be reasonable and proper but not in excess of 35 miles per hour.

(5) The vehicle shall be operated only between the hours of sunrise and sunset.

(6) The vehicle may not be operated on an interstate or controlled-access highway.

(7) A term or blanket permit may be issued for the vehicle.

History: En. 32-1127.4 by Sec. 30, Ch. 316, L. 1974; R.C.M. 1947, 32-1127.4.

61-10-124. Special permits — fee. (1) In addition to the regular license and gross vehicle weight fees, a fee of $6 for each permit issued in excess of the size and weight specified in 61-10-101 through 61-10-110 shall be paid for all movements under special permits on the public highways under the jurisdiction of the department.

(2) Term or blanket permits may not be issued for an overwidth vehicle, combination of vehicles, load, or other thing in excess of 15 feet, an overlength vehicle, combination of vehicles, load, object, or other thing in excess of 85 feet, and an overheight vehicle, combination of vehicles, load, or other thing in excess of 13 ½ feet or of a limit determined by the department. A vehicle, combination of vehicles, load, or other thing in excess of these dimensions is limited to trip permits.

(3) A fee of $6 shall be paid for each overweight permit issued, but a permit may not be issued for a period of time greater than the license period provided in this title, including grace periods allowed by this title. Owners of vehicles licensed in other jurisdictions may, at the discretion of the department, purchase permits to expire with their registration. A license required by the state governs the issuance of a special permit.

History: (1), (2)En. 32-1127.3 by Sec. 29, Ch. 316, L. 1974; Sec. 32-1127.3, R.C.M. 1947; (3)En. 32-1127.5 by Sec. 31, Ch. 316, L. 1974; Sec. 32-1127.5, R.C.M. 1947; R.C.M. 1947, 32-1127.3, 32-1127.5(part).

61-10-125. Other fees. In addition to the permit fee, there shall be charged for single trip permits, for the excess load over the gross allowable load or the sum of the excess axle loads, whichever is greater:

(1) $5 for distances to and including 100 miles;
(2) $15 for distances from 101 to 199 miles; and
(3) $25 for distances over 200 miles traveled.

History: En. 32-1127.5 by Sec. 31, Ch. 316, L. 1974; R.C.M. 1947, 32-1127.5(part).

61-10-126. Deposit of fees. All fees collected under 61-10-101 through 61-10-125 shall be forwarded to the state treasurer for deposit in the state highway account in the earmarked revenue fund.

History: En. 32-1127.10 by Sec. 36, Ch. 316, L. 1974; R.C.M. 1947, 32-1127.10.

61-10-127. Permits issued to governmental entities. Permits issued to the United States government, states, counties, cities, and their political subdivisions shall be issued without fee for a term beginning with the date of issuance and expiring December 31.

History: En. 32-1127.6 by Sec. 32, Ch. 316, L. 1974; R.C.M. 1947, 32-1127.6.

61-10-128. When authorities may restrict right to use roadway. (1) A local authority may not alter the limitations provided in 61-10-101 through 61-10-110 or substitute other limitations or requirements, except as provided in this section.

(2) The department by order, or a local road authority by ordinance or resolution, may prohibit the operation of or impose restrictions on the weight of a vehicle traveling on a public highway under its respective jurisdiction and for which it is responsible for maintenance whenever the highway will be seriously damaged or destroyed by deterioration, rain, snow, or other climatic conditions, unless the use of vehicles on the highway is prohibited or the permissible vehicle weights are reduced. The department or the authority which enacts the ordinance or resolution shall erect signs designating the department's order or the authority's ordinance or resolution at each end of that portion of the highway affected, and the order or ordinance or resolution is not effective until the signs are erected. The department, or the authority by ordinance or resolution, may prohibit the operation of trucks or other commercial vehicles, or impose limitations on their weight on designated highways. These prohibitions and limitations shall be designated by appropriate signs placed on the highways.

History: (1)En. 32-1123.12 by Sec. 23, Ch. 316, L. 1974; Sec. 32-1123.12, R.C.M. 1947; (2)En. Sec. 7, Ch. 171, L. 1931; re-en. Sec. 1751.7, R.C.M. 1935; amd. Sec. 6, Ch. 184, L. 1939; amd. Sec. 37, Ch. 316, L. 1974; Sec. 32-1128, R.C.M. 1947; R.C.M. 1947, 32-1123.12, 32-1128.

61-10-129 through 61-10-140 reserved.

61-10-141. Officers authorized to weigh vehicles and require removal of excessive loads. (1) A peace officer, officer of the highway patrol, or employee of the department may weigh any vehicle regulated by 61-10-101 through 61-10-110, either by means of portable or stationary scales, and may require that the vehicle be driven to the nearest scales if those scales are within 2 miles. That person may then require the driver to unload immediately that portion of the load necessary to decrease the weight of the vehicle to conform to the maximum allowable weights specified in 61-10-101 through 61-10-110.

(2) Commodities and material unloaded as required by this section shall be cared for and removed from the highway right-of-way by the owner or operator of the vehicle at the risk of that owner or operator. The removal shall be within a reasonable time designated by the person who has compelled the unloading.

(3) The department may establish, maintain, and operate weigh stations, either intermittently or on a continuous schedule, and may require vehicles, except passenger cars and pickup trucks under 8,000 pounds G.V.W., to enter for the purpose of weighing and inspection for compliance with all laws pertaining to their operation and safety requirements.

(4) In addition to other enforcement duties assigned under this section, an employee of the department has the same authority to enforce provisions of the motor carriers' licensing law as that granted the public service commission under 69-12-203. This section does not relieve the public service commission from its responsibility as the lead agency as required in 69-12-201 through 69-12-203 and 69-12-205. The commission, highway patrol, and the department shall cooperate to assure minimum duplication and maximum coordination of enforcement effort.

History: En. Sec. 5, Ch. 171, L. 1931; re-en. Sec. 1751.5, R.C.M. 1935; amd. Sec. 4, Ch. 184, L. 1939; amd. Sec. 4, Ch. 243, L. 1961; amd. Sec. 1, Ch. 321, L. 1971; amd. Sec. 26, Ch. 316, L. 1974; amd. Sec. 3, Ch. 280, L. 1977; R.C.M. 1947, 32-1126(1) thru (4).

61-10-142. Display of permit. A special permit issued under 61-10-121 shall be carried in the vehicle or combination of vehicles to which it refers and shall be open to inspection by any peace officer, officer of the highway patrol, or employee of the department.

History: En. 32-1127.8 by Sec. 34, Ch. 316, L. 1974; R.C.M. 1947, 32-1127.8.

61-10-143. Confiscation — action by commission. A peace officer, officer of the highway patrol, or employee of the department who finds a person operating a vehicle, combination of vehicles, load, object, or other thing in violation of the conditions of a special permit may confiscate the permit and forward it to the commission. The commission may return it to the permittee or revoke, cancel, or suspend it without refund. The commission shall keep a record of all action taken upon confiscated permits, and if a permit is returned to the permittee, the action taken by the commission shall be endorsed on it. A permittee whose permit is suspended or revoked may, upon request, receive a hearing before the commission or person designated by the commission. The commission, after the hearing, may reinstate the permit or revise its previous action.

History: En. 32-1127.9 by Sec. 35, Ch. 316, L. 1974; R.C.M. 1947, 32-1127.9.

61-10-144. Violation of standards — seven percent allowance. (1) It is a misdemeanor for a person, firm, or corporation to violate any provision of 61-10-101 through 61-10-110.

(2) However, the operator of a vehicle or combination of vehicles may move over the highways to the first open state scale, permanent or portable, without incurring the excess weight penalties set forth in 61-10-145 if the total gross weight of the vehicle or combination of vehicles does not exceed allowable weight limitations by more than 7%. In the event the vehicle or combination of vehicles is not in excess of the allowable weight limitations by more than 7%, the department may issue a single trip permit for the fee of $10 for allowing said vehicle or combination of vehicles to move over the highways to the first facility where its load can be safely adjusted or to its destination. Violations in excess of 7% are subject to the fines provided in 61-10-145, and all loads in excess of 7% must be adjusted or reduced to conform to the size and weight limitations before the vehicle or combination of vehicles is moved from the point of weighing.

History: En. Sec. 3(a), Ch. 123, L. 1947; amd. Sec. 2, Ch. 243, L. 1961; amd. Sec. 24, Ch. 316, L. 1974; amd. Sec. 1, Ch. 239, L. 1977; R.C.M. 1947, 32-1124.

61-10-145. Penalties — disposition of fines. (1) A person, firm, or corporation convicted of violating 61-10-101 through 61-10-110 [except 61-10-102(3) which is punishable under 61-9-511] shall be punished by a fine of not less than $15 or more than $50 or by imprisonment in the county or municipal jail for not less than 5 days or more than 25 days. In addition, a person, firm, or corporation convicted of operating a motor vehicle upon the public highways of this state with weight upon a wheel, axle, or group of axles or upon more than one of them greater than the maximum permitted by 61-10-101 through 61-10-110, shall be fined, in addition to other penalties provided by law for the offense, the following amounts:

(a) $15 for any excess weight up to and including 2,000 pounds;

(b) $25 for any excess weight more than 2,000 pounds and less than 4,001 pounds;

(c) $35 for any excess weight more than 4,000 pounds and less than 6,001 pounds;

(d) $50 for any excess weight more than 6,000 pounds and less than 8,001 pounds;

(e) $80 for any excess weight more than 8,000 pounds and less than 10,001 pounds;

(f) $110 for any excess weight more than 10,000 pounds and less than 12,001 pounds;

(g) $150 for any excess weight more than 12,000 pounds and less than 14,001 pounds;

(h) $200 for any excess weight more than 14,000 pounds and less than 16,001 pounds;

(i) $250 for any excess weight more than 16,000 pounds and less than 18,001 pounds;

(j) $300 for any excess weight more than 18,000 pounds and less than 20,001 pounds;

(k) $500 for any excess weight more than 20,000 pounds and less than 25,001 pounds;

(l) $1,000 for any excess weight more than 25,000 pounds.

(2) A complaint filed and a summons or notice to appear issued pertaining to a violation of the gross weight regulations in 61-10-101 through 61-10-110 shall specify the amount of the overweight which the defendant is alleged to have had upon the vehicle or combination of vehicles.

(3) All fines and forfeitures shall be remitted monthly by the county treasurer to the state treasurer for deposit in the state general fund.

History: En. Sec. 3(b), Ch. 123, L. 1947; amd. Sec. 3, Ch. 243, L. 1961; amd. Sec. 25, Ch. 316, L. 1974; R.C.M. 1947, 32-1125.

61-10-146. Special permits — penalty for misrepresentations and violations. A person who knowingly and willfully misrepresents the size or weight of a vehicle, combination of vehicles, load, object, or other thing in obtaining a special permit or who does not follow the requirements and conditions of the special permit or who operates a vehicle, combination of vehicles, load, object, or other thing, the gross weight of which is in excess of the maximum for which that vehicle, combination of vehicles, load, object, or other thing may be eligible for license, without first obtaining a special permit, is guilty of a misdemeanor.

History: En. 32-1127.7 by Sec. 33, Ch. 316, L. 1974; R.C.M. 1947, 32-1127.7.

61-10-147. Penalties for using highway when use is restricted. (1) It is a misdemeanor for a person, firm, or corporation to violate any of the provisions of 61-10-128(2).

(2) A person, firm, or corporation first convicted of a misdemeanor for a violation of any of the provisions of 61-10-128(2) shall be punished by a fine of not less than $10 or more than $50 or by imprisonment in the county or municipal jail for not less than 5 days or more than 25 days. For a second conviction within 1 year the person, firm, or corporation shall be punished by a fine of not less than $50 or more than $200 or by imprisonment in the county or municipal jail for not less than 25 days or more than 100 days or by both this fine and imprisonment. Upon a third or subsequent conviction within 1 year after the first conviction the person, firm, or corporation shall be punished by a fine of not less than $200 or more than $500 or by imprisonment in the county or municipal jail for not less than 100 days or more than 6 months or by both this fine and imprisonment.

History: En. Sec. 9, Ch. 171, L. 1931; re-en. Sec. 1751.9, R.C.M. 1935; amd. Sec. 7, Ch. 184, L. 1939; amd. Sec. 38, Ch. 316, L. 1974; R.C.M. 1947, 32-1130.

61-10-148. Disposition of fines. Any and all fines collected for the violation of any of the provisions of this [act] shall belong to the general road fund of the county, and shall, immediately after their collection, be paid over by the court or magistrate collecting the same to the county treasurer for the use and benefit of that fund, except for that portion of the fines, as provided for in 20-7-504, which the county treasurer shall transmit to the state treasurer and by him credited to the automobile driver education account in the earmarked revenue fund.

History: En. Sec. 1, Ch. 10, Ch. 72, L. 1913; re-en. Sec. 1, Ch. 10, Ch. 141, L. 1915; re-en. Sec. 1752, R.C.M. 1921; re-en. Sec. 1752, R.C.M. 1935; amd. Sec. 12, Ch. 226, L. 1965; amd. Sec. 11, Ch. 214, L. 1969; R.C.M. 1947, 32-1131.

Part 2

Gross Vehicle Weight Licensing Requirements

61-10-201. Gross weight fees on motortrucks and truck tractors. In addition to other fees for the licensing of vehicles, there shall be paid and collected annually for each motortruck and truck tractor, based upon the maximum gross loaded weight thereof as set by the licensee in his application, the following fees:

Schedule I

Up to 6,000 lbs	$7.50
6,001 lbs. or more, and less than 8,000 lbs	12.50
8,001 lbs. or more, and less than 10,000 lbs	17.50
10,001 lbs. or more, and less than 12,000 lbs	20.00
12,001 lbs. or more, and less than 14,000 lbs	22.50
14,001 lbs. or more, and less than 16,000 lbs	27.50
16,001 lbs. or more, and less than 18,000 lbs	37.50
18,001 lbs. or more, and less than 20,000 lbs	50.00
20,001 lbs. or more, and less than 22,000 lbs	62.50
22,001 lbs. or more, and less than 24,000 lbs	93.75
24,001 lbs. or more, and less than 26,000 lbs	125.00
26,001 lbs. or more, and less than 28,000 lbs	156.25
28,001 lbs. or more, and less than 30,000 lbs	206.25
30,001 lbs. or more, and less than 32,000 lbs	262.50
32,001 lbs. or more, and less than 34,000 lbs	318.75
34,001 lbs. or more, and less than 36,000 lbs	375.00
36,001 lbs. or more, and less than 38,000 lbs	431.25
38,001 lbs. or more, and less than 40,000 lbs	487.50
40,001 lbs. or more, and less than 42,000 lbs	543.75
Over 42,000 lbs. and within the weight limits specified in 61-10-101 through 61-10-110	62.50 per ton or fraction thereof.

History: Ap. p. Sec. 6-201, Ch. 197, L. 1965; amd. Sec. 2, Ch. 2, Ex. L. 1967; Sec. 32-3301, R.C.M. 1947; Ap. p. Sec. 6-203, Ch. 197, L. 1965; amd. Sec. 4, Ch. 2, Ex. L. 1967; amd. Sec. 113, Ch. 316, L. 1974; Sec. 32-3303, R.C.M. 1947; R.C.M. 1947, 32-3301, 32-3303.

61-10-202. Gross weight fees on trailers and semitrailers. In addition to other fees for the licensing of vehicles there shall be paid and collected annually for each trailer and semitrailer, based upon the maximum gross loaded weight thereof as set by the licensee in his application, except as otherwise provided, the following fees:

Schedule II
Trailers Other Than Housetrailers.

Up to 2,500 lbs. for personal use—Exempt	
Up to 2,500 lbs. for commercial use	$3.75

2,501 lbs. or more, and less than 6,000 lbs	5.00
6,001 lbs. or more, and less than 8,000 lbs	15.00
8,001 lbs. or more, and less than 10,000 lbs	17.50
10,001 lbs. or more, and less than 12,000 lbs	20.00
12,001 lbs. or more, and less than 14,000 lbs	22.50
14,001 lbs. or more, and less than 16,000 lbs	27.50
16,001 lbs. or more, and less than 18,000 lbs	37.50
18,001 lbs. or more, and less than 20,000 lbs	50.00
20,001 lbs. or more, and less than 22,000 lbs	62.50
22,001 lbs. or more, and less than 24,000 lbs	93.75
24,001 lbs. or more, and less than 26,000 lbs	125.00
26,001 lbs. or more, and less than 28,000 lbs	156.25
28,001 lbs. or more, and less than 30,000 lbs	206.25
30,001 lbs. or more, and less than 32,000 lbs	262.50
32,001 lbs. or more, and less than 34,000 lbs	318.75
34,001 lbs. or more, and less than 36,000 lbs	375.00
36,001 lbs. or more, and less than 38,000 lbs	431.25
38,001 lbs. or more, and less than 40,000 lbs	487.50
40,001 lbs. or more, and less than 42,000 lbs	543.75
Over 42,000 lbs. and within the weight limits specified in 61-10-101 through 61-10-110	62.50 per ton or fraction thereof.

History: Ap. p. Sec. 6-202, Ch. 197, L. 1965; amd. Sec. 3, Ch. 2, Ex. L. 1967; Sec. 32-3302, R.C.M. 1947; Ap. p. Sec. 6-203, Ch. 197, L. 1965; amd. Sec. 4, Ch. 2, Ex. L. 1967; amd. Sec. 113, Ch. 316, L. 1974; Sec. 32-3303, R.C.M. 1947; R.C.M. 1947, 32-3302, 32-3303.

61-10-203. Alternative gross weight fees on truck trailer combinations. (1) In addition to other fees for the licensing of vehicles, there may be paid and collected annually instead of the fees provided in 61-10-201, for each motortruck or truck tractor, based upon the maximum combined gross loaded weight of a truck tractor with a semitrailer, a truck tractor with a semitrailer and a full trailer, a motortruck and a trailer, or a motortruck and trailers, as set by the licensee in his application, the following fees:

Schedule III

Truck tractor with a semitrailer, a truck tractor with a semitrailer and a full trailer, a motortruck and a trailer, or a motortruck and trailers:

Up to 42,000 lbs	$ 571.00
42,001 to 44,000 lbs	631.00
44,001 to 46,000 lbs	691.00
46,001 to 48,000 lbs	752.00
48,001 to 50,000 lbs	812.00
50,001 to 52,000 lbs	871.00
52,001 to 54,000 lbs	931.00
54,001 to 56,000 lbs	992.00
56,001 to 58,000 lbs	1,052.00
58,001 to 60,000 lbs	1,112.00
60,001 to 62,000 lbs	1,172.00
62,001 to 64,000 lbs	1,233.00
64,001 to 66,000 lbs	1,293.00
66,001 to 68,000 lbs	1,352.00
68,001 to 70,000 lbs	1,412.00
70,001 to 72,000 lbs	1,473.00
72,001 to 74,000 lbs	1,533.00

74,001 to 76,000 lbs	1,593.00
76,001 to 78,000 lbs	1,653.00
78,001 and over	65.50 per ton or fraction thereof.

(2) Payment of the fees provided in this section exempts a semitrailer or trailer in combination with a motortruck or truck tractor so licensed from the fees provided in 61-3-701, 61-10-202, 61-10-210, and 61-10-211.

(3) The trailers or semitrailers must be currently registered in another state or county.

(4) A trailer or semitrailer entering the state in combination with a truck or truck tractor licensed under the above schedule may be moved in the local delivery zone in combination with a truck or truck tractor, licensed under 61-10-201, without payment of any additional fees on the truck or truck tractor, trailer, or semitrailer.

(5) A permit must be obtained from the department of highways before the truck tractor is used in local service and the permit is continuous and issued at no fee. The permit shall not be issued until proof of payment of fees under Schedule III has been established.

History: En. Sec. 7, Ch. 2, Ex. L. 1967; amd. Sec. 1, Ch. 212, L. 1971; amd. Sec. 112, Ch. 316, L. 1974; R.C.M. 1947, 32-3302.1.

61-10-204. Special fees — pole trailers, lowboys, and livestock. There shall be paid and collected annually a fee equal to 75% of the fees provided in Schedule I and Schedule II above on pole trailers; trucks, truck tractors, trailers, and semitrailers used exclusively in hauling livestock and logs; truck tractors and lowboy trailers used exclusively in hauling equipment; and truck tractors drawing or hauling said lowboy trailers.

History: En. Sec. 6-204, Ch. 197, L. 1965; amd. Sec. 1, Ch. 187, L. 1969; R.C.M. 1947, 32-3304.

61-10-205. Special fees — haulers of ready-mix concrete. There shall be paid and collected annually a fee equal to 55% of the fees provided in Schedule I and Schedule II, as provided in 61-10-201 and 61-10-202, on concrete mixer trucks, concrete mixer trailers, and concrete mixer semitrailers used exclusively for hauling ready-mix or ready-to-pour concrete and truck tractors used exclusively in hauling concrete mixer semitrailers.

History: En. 32-3304.1 by Sec. 2, Ch. 187, L. 1969; amd. Sec. 1, Ch. 102, L. 1971; R.C.M. 1947, 32-3304.1.

61-10-206. Special fees — certain farm vehicles. Except for motortrucks owned and operated by cooperative associations or cooperative marketing associations, there shall be paid and collected annually a fee equal to 16% of the fees provided in Schedule I and Schedule II above on motortrucks, trailers, and semitrailers owned and operated by ranchers or farmers in the transportation of their own ranch, farm, orchard, or dairy products from point of production to market, or of supplies, commodities, or equipment to be used on the ranch, farm, orchard, or dairy, or in the infrequent or seasonal transportation by one farmer for another for any purpose other than commercial hire of products of the farm, orchard, or dairy, or of supplies or commodities to be used on the farm, orchard, or dairy, and on one truck tractor and lowboy trailer used by contractors engaged exclusively in soil conservation work and land leveling activities that result in direct benefit to agriculture. However, the minimum fee so paid shall be $6. The terms "trailers and semitrailers" as used herein shall not include farm wagons.

History: En. Sec. 6-206, Ch. 197, L. 1965; amd. Sec. 1, Ch. 143, L. 1967; amd. Sec. 6, Ch. 2, Ex. L. 1967; R.C.M. 1947, 32-3306.

61-10-207. Special fees — buses. There shall be paid and collected annually for each bus or auto stage with the exception of school buses a fee of $7 per seat, exclusive of the first seven seats and the operator, for the maximum adult seating capacity thereof, except that motor vehicles which are regularly used to haul freight and passengers shall be taxed upon the basis of the gross weight schedule established in 61-10-201. School buses shall not be exempt if they enter charter service.

History: En. Sec. 6-207, Ch. 197, L. 1965; R.C.M. 1947, 32-3307.

61-10-208. Special fees — housetrailers. In addition to other fees for the licensing of vehicles, there shall be paid and collected annually for each housetrailer, based upon overall length of body as set by the licensee in his application, except as otherwise provided, a fee equal to 75 cents for each foot of overall trailer body length exclusive of bumpers and hitch.

History: En. Sec. 6-205, Ch. 197, L. 1965; amd. Sec. 5, Ch. 2, Ex. L. 1967; R.C.M. 1947, 32-3305.

61-10-209. Quarterly payment — penalty for failure to pay fee. (1) When the gross weight of a vehicle exceeds 24,000 pounds, the gross weight or special fees for motortrucks, trailers, tractors, pole trailers, or semitrailers may be purchased for a 3-month period for one-fourth the regular fee at the beginning of any quarter of the calendar year. For each fee so paid other than at the time of payment of the basic license fee, an additional fee of $1 shall be charged. The department may adopt rules relative to the issuance and display of certificates or insignia, which shall state the quarters for which the vehicle is licensed.

(2) A vehicle licensed under this section may not be operated over the public highways unless the owner or operator of the vehicle, within 10 calendar days or 7 business days as provided by law, whichever is greater, after the expiration of the 3-month period, pays the required fee for a license for an additional 3-month period, or for the remainder of the year. A person who operates a vehicle upon the public highways after the expiration of the 10 calendar days or 7 business days as provided by law, whichever is greater, is guilty of a misdemeanor. In addition he shall be required to purchase a gross weight license for the vehicle involved at the fee covering an entire year's license for operation of the vehicle less the fees for a period of the year already paid.

(3) If, within 5 days thereafter, no license for a full year has been purchased as required, the Montana highway patrol, county sheriff, or city police may impound the vehicle in the manner which is directed for these cases by the division of motor vehicles until the requirement is met.

History: (1)En. Sec. 6-208, Ch. 197, L. 1965; amd. Sec. 114, Ch. 316, L. 1974; Sec. 32-3308, R.C.M. 1947; (2), (3)En. Sec. 6-209, Ch. 197, L. 1965; amd. Sec. 2, Ch. 292, L. 1967; amd. Sec. 115, Ch. 316, L. 1974; Sec. 32-3309, R.C.M. 1947; R.C.M. 1947, 32-3308, 32-3309.

61-10-210. Three unit combination — fees in lieu of gross weight fees — marking. (1) Instead of the gross weight fees provided in 61-10-201 through 61-10-209, the owner of a motortruck or truck tractor used on the highways of the state in connection with two trailers or semitrailers at the same time shall register them as a three unit combination in the following manner by:

(a) paying the registration and other fees covering the maximum practical gross vehicle weight for the truck or truck tractor, but not less than the actual operating gross weight under 61-3-303, 61-3-321, and 61-10-201;

(b) registering the trailers in accordance with 61-3-303 and 61-3-321 and paying the gross vehicle weight fee prescribed for the maximum trailing load in accordance with 61-10-202 on the combined gross weight of the two trailers or semitrailers, treating them as if they were a single unit.

(2) This section does not authorize axle loads in excess to those established by 61-10-101 through 61-10-110.

History: En. Sec. 6-210, Ch. 197, L. 1965; amd. Sec. 116, Ch. 316, L. 1974; R.C.M. 1947, 32-3310.

61-10-211. Fees on motortrucks, truck tractors, trailers, and semitrailers from other states. (1) In lieu of other fees for the licensing of vehicles, there shall be collected a fee for each motortruck, truck tractor, trailer, and semitrailer already licensed for the year in another jurisdiction and operated upon an itinerant basis in this state. The fee shall be collected upon each entrance of such vehicle into the state, and shall be based upon the number of miles to be traveled in the state as shown in the application of the nonresident operator.

(2) The fee shall be collected for any single vehicle. When any combination of truck, truck tractor, semitrailer, or trailer totals more than 6,000 pounds gross weight, the fee shall be collected for each unit in the combination.

(3) The fee shall be:

(a) $5 for each trip of 200 miles or less;

(b) $7.50 for each trip of over 200 miles to 400 miles;

(c) $10 for each trip of over 400 miles.

(4) Such fees shall not apply to any trailer the principal use of which is as temporary or permanent living quarters, or to any vehicle of a carnival which is under contract with a state, county, or district fair association.

History: En. Sec. 6-212, Ch. 197, L. 1965; R.C.M. 1947, 32-3312.

61-10-212. Temporary trip permits showing payment of fees — display. (1) Temporary trip permits showing payment of the fees provided for in 61-10-211 shall be issued under rules prescribed by the department. The permit shall be displayed in the vehicle for which the fee has been paid at all times while the vehicle is being operated on the highways of this state by posting it where it may be read.

(2) The department may limit the operation of the vehicle in this state to a definite period of time.

History: En. Sec. 6-213, Ch. 197, L. 1965; amd. Sec. 117, Ch. 316, L. 1974; R.C.M. 1947, 32-3313.

61-10-213. Time for payment of fees by nonresidents — disposition. A nonresident owner or operator of a motortruck, truck tractor, trailer, or semitrailer shall, immediately upon arrival in the state, contact the nearest highway patrol office, any department office, the county sheriff, or the county treasurer's office to pay the fee and secure the permit prescribed. All fees collected shall immediately be remitted to the county treasurer.

History: En. Sec. 6-214, Ch. 197, L. 1965; amd. Sec. 118, Ch. 316, L. 1974; R.C.M. 1947, 32-3314.

61-10-214. Exemptions. (1) Motor vehicles operating exclusively for transportation of persons for hire within the limits of incorporated cities or towns and within 15 miles from such limits are exempt from this part.

(2) Motor vehicles brought or driven into Montana by a nonresident migratory bona fide agricultural worker temporarily employed in agricultural work in this state where those motor vehicles are used exclusively for transportation of agricultural workers are also exempt from this part.

(3) Vehicles lawfully displaying a licensed dealer's plate as provided in [61-4-102] are exempt from this part when moving to or from a dealer's place of business when unladen or laden with dealer's property only, and in the case of vehicles having a gross laden weight of less than 24,000 pounds, while in the process of demonstration in the course of the dealer's business.

History: En. Sec. 12, Ch. 219, L. 1951; amd. Sec. 1, Ch. 262, L. 1967; amd. Sec. 1, Ch. 46, L. 1973; Sec. 53-626, R.C.M. 1947; amd. and redes. 32-3319 by Sec. 183, Ch. 316, L. 1974; R.C.M. 1947, 32-3319(part).

61-10-215. Additional tax by municipalities prohibited — exceptions. Municipalities shall not levy, assess, collect, or charge any additional tax upon any carrier of persons or property for hire, except as provided by law. However, no carrier shall be exempt hereby from paying a parking, curb, or ad valorem property tax levied by any municipality.

History: En. Sec. 6-106, Ch. 197, L. 1965; R.C.M. 1947, 32-3206.

61-10-216 through 61-10-220 reserved.

61-10-221. Purpose of fees. The fees provided in this part are in consideration of the right to use the highways of the state of Montana.

History: En. Sec. 13, Ch. 219, L. 1951; Sec. 53-627, R.C.M. 1947; amd. and redes. 32-3320 by Sec. 184, Ch. 316, L. 1974; R.C.M. 1947, 32-3320(part).

61-10-222. Time for payment of fees. (1) A person who owns or operates a vehicle subject to the fees provided in 61-10-201 through 61-10-210 shall pay the fees provided in this part.

(2) Prior to or at the time of registration of the vehicle as required under chapter 3 or chapter 4 or prior to the operation of the vehicle on the public highways, fees paid shall be the full amount provided in this part unless otherwise provided by law. With respect to vehicles operating on the highways with a current rear windshield sticker issued under the provisions of 61-4-111 or 61-4-112, the fees provided in this part shall be due and payable at the time of registration.

(3) A person who makes application for license after July 1 of any year shall pay one-half of those fees.

(4) When a person makes application for registration required under chapter 3 for a period of time other than the calendar year, the fees provided in this part shall be computed for the registration period at one-twelfth of applicable fee for each month or part of month in the registration period.

History: En. Sec. 6-101, Ch. 197, L. 1965; amd. Sec. 1, Ch. 292, L. 1967; amd. Sec. 1, Ch. 47, L. 1973; amd. Sec. 109, Ch. 316, L. 1974; amd. Sec. 14, Ch. 74, L. 1975; R.C.M. 1947, 32-3201.

61-10-223. Expiration date. The fees paid hereunder for every motortruck, truck tractor, trailer, semitrailer, bus, or automobile shall expire on December 31 of each year. Any certificate, registration, or license issued shall be valid only for the period for which issued.

History: En. Sec. 6-102, Ch. 197, L. 1965; R.C.M. 1947, 32-3202.

61-10-224. License transferable. The certificate, registration, or license issued hereunder is transferable by the licensee to another truck, truck tractor, trailer, semitrailer, lowboy trailer, pole trailer, housetrailer, or passenger car upon transfer of ownership of such truck, truck tractor, trailer, semitrailer, lowboy trailer, pole trailer, housetrailer, or passenger car to a replacement vehicle of the same type. If a smaller vehicle is purchased, there shall be no refund.

History: En. Sec. 6-103, Ch. 197, L. 1965; amd. Sec. 4, Ch. 127, L. 1969; R.C.M. 1947, 32-3203.

61-10-225. Disposition of fees collected by county treasurer. At the time of collecting the fees provided for in 61-10-222, each county treasurer shall retain 5% of the fees collected by him for the cost of administration and for deposit in the general fund of the county. The remaining 95% shall be remitted monthly to the state treasurer for deposit to the credit of the department of highways. The remittance shall be made on forms furnished to the county treasurer by the department.

History: En. Sec. 6-104, Ch. 197, L. 1965; amd. Sec. 1, Ch. 293, L. 1967; amd. Sec. 110, Ch. 316, L. 1974; R.C.M. 1947, 32-3204.

61-10-226. Deposit of state highway moneys. (1) Any reference to the state highway fund shall be taken to mean the state highway account in the earmarked revenue fund.

(2) Moneys received for the use of the department from the receipt or transfer of motor vehicle license fees, as provided by law, or from other state sources shall be deposited in the earmarked revenue fund to the credit of the department.

(3) Moneys received from the counties and from the federal government or other agencies shall be deposited in the federal and private revenue fund to the credit of the department.

(4) Hereafter, moneys collected for the department as authorized by law shall be credited to such fund or funds by the state treasurer.

History: En. Sec. 6-105, Ch. 197, L. 1965; amd. Sec. 111, Ch. 316, L. 1974; R.C.M. 1947, 32-3205.

61-10-227. Blank forms furnished county treasurers. The department shall furnish all county treasurers with the following:

(1) blank application forms and affidavit forms outlining and providing for the information needed in each classification of registration required;

(2) registration, license, or certificates in a form determined most suitable by the department;

(3) the other forms, stickers, certificates, or blanks the department considers necessary to carry out this part.

History: En. Sec. 6, Ch. 219, L. 1951; Sec. 53-620, R.C.M. 1947; amd. and redes. 32-3205.1 by Sec. 181, Ch. 316, L. 1974; R.C.M. 1947, 32-3205.1.

61-10-228 through 61-10-230 reserved.

61-10-231. Enforcement. The highway patrol and any designated employee of the department of highways shall enforce this part, 61-3-502(1), and 61-4-114 through 61-4-118, and those persons shall examine and inspect the motor vehicles operating upon the highways in this state and regulated by this part, 61-3-502(1), and 61-4-114 through 61-4-118, to ascertain whether or not those laws are being complied with.

History: En. Sec. 10, Ch. 219, L. 1951; amd. Sec. 1, Ch. 156, L. 1955; Sec. 53-624, R.C.M. 1947; amd. and redes. 32-3318 by Sec. 182, Ch. 316, L. 1974; R.C.M. 1947, 32-3318.

61-10-232. Violation — penalty. Any owner or operator of a motortruck, truck tractor, trailer, semitrailer, bus, or automobile who violates any provision of this part is guilty of a misdemeanor and shall be punished by a fine of not more than $300 or by a sentence of not more than 60 days in the county jail or both.

History: En. Sec. 6-216, Ch. 197, L. 1965; R.C.M. 1947, 32-3316.

61-10-233. Excess weight — penalties. (1) The operator is subject to the penalties stated in [this section] whenever the gross laden weight of any motortruck, truck tractor, trailer, or semitrailer operated upon any highway in this state exceeds the gross vehicle weight shown on:

(a) the owner's certificate of registration and tax receipt issued under 61-3-322; or

(b) the gross vehicle weight receipt issued under 61-10-227.

(2) The operator shall immediately thereafter pay to the nearest county treasurer or to the department the difference between the fee already paid and that applicable to the gross weight of his vehicle before unloading the excess, provided that it does not exceed the legal axle weight.

History: En. Sec. 6-217, Ch. 197, L. 1965; amd. Sec. 1, Ch. 37, L. 1971; amd. Sec. 120, Ch. 316, L. 1974; R.C.M. 1947, 32-3317.

CHAPTER 11

RECORDS AND REPORTS OF CONVICTIONS

Part 1 — General Provisions

Section

61-11-101. Report of convictions and suspension or revocation of driver's licenses — surrender of licenses.
61-11-102. Records to be kept by the division.
61-11-103. Violation of conservation speed limit — no record permitted.
61-11-104. Reports by justices of the peace and county treasurers.

Part 2 — Habitual Traffic Offenders

61-11-201. Purpose.
61-11-202. Legislative intent.
61-11-203. Definitions.
61-11-204. Division's duties.
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61-11-206. Notification of attorney general — his duties.
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61-11-209. Service of process.
61-11-210. Court hearing.
61-11-211. Department to revoke license of habitual offender — method of removal of points upon revocation.
61-11-212. Penalties.
61-11-213. Habitual traffic offender operating motor vehicle guilty of misdemeanor.
61-11-214. When defendant certified to district court for trial.
61-11-215. Construction.

Part 1

General Provisions

61-11-101. Report of convictions and suspension or revocation of driver's licenses — surrender of licenses. (1) Whenever any person is convicted of any offense for which chapter 5 makes mandatory the revocation of the operator's or chauffeur's license of such person by the division, the court in which such conviction is had shall require the surrender to it of all operator's and chauffeur's licenses then held by the person so convicted. The court shall thereupon, within 5 days, forward the license to the division and at the same time forward a record of such conviction to the division, providing that if such person does not possess a driver's license the court shall so indicate in its report to the division.

(2) Every court having jurisdiction over offenses committed under any act of this state or municipal ordinance regulating the operation of motor vehicles on highways shall forward, within 5 days, to the division a record of the conviction or forfeiture of bail, not vacated, of any person in the court for a violation of any such laws, other than regulations governing standing or parking, and may recommend the suspension of the operator's or chauffeur's license of the person so convicted. The court may also recommend that the division issue a restricted probationary license in lieu of the suspension required in 61-5-208(2) on the condition that the individual attend a driver improvement school or an alcohol treatment program if one is available. The division shall issue a restricted probationary license unless the person otherwise is not entitled to a Montana operator's or chauffeur's license.

History: En. Sec. 29, Ch. 267, L. 1947; amd. Sec. 1, Ch. 165, L. 1957; amd. Sec. 1, Ch. 27, L. 1961; amd. Sec. 1, Ch. 386, L. 1973; amd. Sec. 3, Ch. 430, L. 1977; R.C.M. 1947, 31-145(a), (b).

61-11-102. Records to be kept by the division. (1) The division shall file every application for a driver's license received by it and shall maintain suitable indexes containing, in alphabetical order:

(a) all applications denied and on each thereof note the reasons for such denial;

(b) all applications granted; and

(c) the name of every licensee whose license has been suspended or revoked by the division and after each such name note the reasons for such action.

(2) The division shall also file all accident reports and abstracts of court records of convictions received by it under the laws of this state and in connection therewith maintain convenient records or make suitable notations in order that an individual record of each licensee showing the convictions of such licensee and the traffic accidents in which he has been involved shall be readily ascertainable and available for the consideration of the division upon any application for renewal of license and at other suitable times.

(3) The division is further authorized, upon receiving a record of the conviction in this state of a nonresident driver of a motor vehicle of any offense under the motor vehicle laws of this state, to forward a certified copy of such record to the motor vehicle administrator in the state wherein the person so convicted is a resident.

History: (1), (2)En. Sec. 25, Ch. 267, L. 1947; Sec. 31-141, R.C.M. 1947; (3)En. Sec. 27, Ch. 267, L. 1947; Sec. 31-143, R.C.M. 1947; R.C.M. 1947, 31-141, 31-143(b).

61-11-103. Violation of conservation speed limit — no record permitted. No violation of 61-8-304 shall be recorded or charged against the driver's record of a person convicted of violating 61-8-304, and no insurance company shall hold a violation of 61-8-304 against the insured, and there shall be no increase in premiums due to a violation of 61-8-304.

History: En. 32-2144.6 by Sec. 6, Ch. 60, L. 1974; amd. Sec. 1, Ch. 248, L. 1974; amd. Sec. 1, Ch. 6, L. 1975; R.C.M. 1947, 32-2144.6(2).

61-11-104. Reports by justices of the peace and county treasurers. Justices of the peace and county treasurers shall furnish to the division of motor vehicles statements of all fees, fines, and forfeitures and records of cases which involve the state highway patrol as the division may request.

History: En. Sec. 16, Ch. 199, L. 1943; R.C.M. 1947, 31-116.

Part 2

Habitual Traffic Offenders

61-11-201. Purpose. This part is predicated upon the belief and philosophy that innocent drivers and other innocent passengers and pedestrians have a constitutional right to live, free from fear of death or injury from habitual traffic offenders. Further, it is the purpose of this part to reduce the number of motor vehicle accidents in this state and to provide greater safety to the motoring public and others by denying to the habitual traffic offenders the privilege of operating a motor vehicle upon the public streets and highways of this state.

History: En. 31-175 by Sec 1, Ch. 362, L. 1974; R.C.M. 1947, 31-175.

61-11-202. Legislative intent. It is the legislative intent of this part to:

(1) establish criteria and procedures by which persons who have demonstrated their apparent indifference for the safety and welfare of others and their disrespect for the laws of this state and its political subdivisions and their disregard for the orders of its courts and administrative agencies may be adjudged habitual traffic offenders; and

(2) impose increased deprivation of the privilege to operate a motor vehicle upon these persons.

History: En. 31-176 by Sec. 2, Ch. 362, L. 1974; R.C.M. 1947, 31-176.

61-11-203. Definitions. As used in this part, the following definitions apply:

(1) "Conviction" means a finding of guilt by duly constituted judicial authority, a plea of guilty, or a forfeiture of bail, bond, or other security deposited to secure appearance by a person charged with having committed any offense relating to the use or operation of a motor vehicle which is prohibited by law, ordinance, or administrative order.

(2) "Habitual traffic offender" means any person who within a 5-year period accumulates 30 or more conviction points according to the schedule specified in this subsection:

(a) deliberate homicide resulting from the operation of a motor vehicle, 15 points;

(b) mitigated deliberate homicide or negligent homicide resulting from operation of a motor vehicle, 12 points;

(c) any offenses punishable as a felony under the motor vehicle laws of Montana or any felony in the commission of which a motor vehicle is used, 12 points;

(d) driving while under the influence of intoxicating liquor or narcotics or drugs of any kind, 10 points;

(e) operating a motor vehicle while his license to do so has been suspended or revoked, 10 points;

(f) failure of the driver of a motor vehicle involved in an accident resulting in death or injury to any person to stop at the scene of the accident and give the required information and assistance, 8 points;

(g) willful failure of the driver involved in an accident resulting in property damage of $250 to stop at the scene of the accident and give the required information or to otherwise fail to report an accident in violation of the law, 4 points;

(h) reckless driving, 5 points;

(i) illegal drag racing or engaging in a speed contest in violation of the law, 6 points;

(j) operating a motor vehicle without a license to do so, 6 points (this subsection (j) does not apply to operating a motor vehicle within a period of 180 days from the date the license expired);

(k) speeding, 3 points;

(l) all other moving violations, including operation of a motor vehicle without a license to do so when the license has expired in the previous 180 days, 2 points. There shall be no multiple application of cumulative points when two or more charges are filed involving a single occurrence. If there are two or more convictions involving a single occurrence, only the number of points for the specific conviction carrying the highest points shall be chargeable against that defendant.

(3) "License" means any type of license or permit to operate a motor vehicle.

History: En. 31-177 by Sec. 3, Ch. 362, L. 1974; amd. Sec. 48, Ch. 359, L. 1977; R.C.M. 1947, 31-177(1), (2), (5).

61-11-204. Division's duties. Whenever it appears from the records maintained in the division that a person's driving record brings him within the definition of an habitual traffic offender, as defined in 61-11-203(2), the division shall forthwith certify two copies of that person's driving record and two copies of all relevant abstracts of conviction. One copy of the record and abstracts shall be certified to the attorney general and one copy of the record and abstracts shall be certified to the county attorney for the county wherein the person is found. If the person is not licensed by Montana to drive a motor vehicle, but is licensed in another state, the division may certify the copy of the records and abstracts to the attorney general and also to the county attorney for the county in which the person is found or, in the alternative, to the county attorney for the county of Lewis and Clark.

History: En. 31-178 by Sec. 4, Ch. 362, L. 1974; R.C.M. 1947, 31-178.

61-11-205. County attorney to file verified complaint. Immediately upon receiving the certified documents from the division, the county attorney shall, in the name of the state on the relation of the division, file a verified complaint with the district court for a civil proceeding against the person named in the certified document and such documents shall be a part of the verified complaint.

History: En. 31-179 by Sec. 5, Ch. 362, L. 1974; R.C.M. 1947, 31-179.

61-11-206. Notification of attorney general — his duties. Immediately upon the filing of the verified complaint under 61-11-205, the county attorney shall notify the attorney general that the verified complaint has been filed. If the county attorney fails to file the verified complaint within a reasonable time, the attorney general may order the county attorney to file the verified complaint, or in the alternative, the attorney general may file the verified complaint under 61-11-205 in the proper county as above set forth.

History: En. 31-180 by Sec. 6, Ch. 362, L. 1974; R.C.M. 1947, 31-180.

61-11-207. Abstracts admissible as evidence. Official abstracts of the records of convictions and bond forfeitures in the custody of the division, certified in writing by the division to be a correct account of the said convictions and bond forfeitures, may be admitted in evidence in any judicial proceeding under this part upon establishing the proper foundation.

History: En. 31-181 by Sec. 7, Ch. 362, L. 1974; R.C.M. 1947, 31-181.

61-11-208. Court to issue show cause order. The court in which the verified complaint is filed shall advance the proceeding upon the docket and shall enter an order, which incorporates the verified complaint, to show cause why the person named therein should not be adjudged an habitual traffic offender.

History: En. 31-182 by Sec. 8, Ch. 362, L. 1974; R.C.M. 1947, 31-182.

61-11-209. Service of process. Service of process shall be made in the same manner as is allowed in any other civil action in this state.

History: En. 31-183 by Sec. 9, Ch. 362, L. 1974; R.C.M. 1947, 31-183.

61-11-210. Court hearing. At the time and place designated in the order, the court shall hold a hearing upon the show cause order. If the court finds that the defendant is not the person named in the verified complaint or that he is not an habitual traffic offender as defined in 61-11-203(2), the proceedings shall be dismissed. If the court finds that the defendant is the same person named in the verified complaint and that the defendant is an habitual traffic offender as defined in 61-11-203(2), the court shall so find and adjudge the defendant an habitual traffic offender, and by appropriate order direct the person so adjudged to surrender to the court his license to operate a motor vehicle on the streets and highways of this state. Upon a finding adverse to the defendant, the clerk of the court wherein the hearing is held shall file with the division a copy of the court's order together with the defendant's license. If the proceeding is dismissed, the clerk of the court wherein the hearing is held shall file with the division a copy of the court's order dismissing the proceeding, which order shall state the grounds upon which the dismissal was based, and shall specify the court findings on the conviction points which have been accrued by the defendant.

History: En. 31-184 by Sec. 10, Ch. 362, L. 1974; R.C.M. 1947, 31-184.

61-11-211. Department to revoke license of habitual offender — method of removal of points upon revocation. Upon receipt of a court order declaring an habitual offender, the department shall revoke the driver's license or driving privilege of the individual named in the order for a period of 3 years from the date of the order. Additionally, the department shall remove from that individual's record those habitual offender points which were certified to the county attorney in the certification required by 61-11-204.

History: En. 31-184.1 by Sec. 1, Ch. 176, L. 1975; R.C.M. 1947, 31-184.1.

61-11-212. Penalties. No person who has been adjudged an habitual traffic offender shall be issued a license to operate a motor vehicle in this state until:

(1) a period of 3 years has elapsed from the date of the final order of the court adjudging the person an habitual traffic offender;

(2) the person has met all the requirements of all applicable laws and rules relating to the licensing of motor vehicle operators in this state; and

(3) the person files with the division, and maintains for a period of 3 years, proof of his financial responsibility in the limits required by law.

History: En. 31-185 by Sec. 11, Ch. 362, L. 1974; R.C.M. 1947, 31-185.

61-11-213. Habitual traffic offender operating motor vehicle guilty of misdemeanor. Any person found to be an habitual traffic offender under this part, and who thereafter operates a motor vehicle in this state while the order of the court prohibiting such operation remains in effect, shall be guilty of a misdemeanor, and upon conviction thereof shall be imprisoned for a period of not more than 1 year or fined not more than $1,000, or both. However, in cases wherein the prohibited operation of a motor vehicle by an habitual traffic offender is necessitated in a situation of extreme emergency in order to save life, limb, or property, he shall not be deemed guilty of a violation under this part.

History: En. 31-187 by Sec. 13, Ch. 362, L. 1974; R.C.M. 1947, 31-187.

61-11-214. When defendant certified to district court for trial. For the purpose of enforcing the provisions of this part, in any case in which the defendant is charged with operating a motor vehicle while his license to do so is suspended or revoked, or is charged with driving without a license, the court, before hearing such charge, shall ascertain whether the defendant has been adjudged an habitual traffic offender and by reason of that judgment is prohibited from operating a motor vehicle in this state. If the court determines that the defendant has been so adjudged and that that judgment remains in effect, the court shall certify the case to the district court of its jurisdiction for trial.

History: En. 31-188 by Sec. 14, Ch. 362, L. 1974; amd. Sec. 1, Ch. 109, L. 1975; R.C.M. 1947, 31-188.

61-11-215. Construction. Nothing contained in this part shall be construed as to repeal, modify, or amend any other laws or parts of laws, or any existing ordinance of any political subdivision relating to the operation or licensing of motor vehicles, the licensing of persons to operate motor vehicles or providing penalties for the violation thereof; nor shall anything in this part be construed so as to preclude the exercise of regulatory powers of any division, agency, department, or political subdivision of this state or of the federal government having the statutory power to regulate the operation and licensing of motor vehicles and the licensing of motor vehicle operators.

History: En. 31-189 by Sec. 15, Ch. 362, L. 1974; R.C.M. 1947, 31-189.

CHAPTER 12

MISCELLANEOUS PROVISIONS

Part 1 — Powers of Local Authorities

Section
61-12-101. Powers of local authorities to regulate traffic.

Part 2 — Enforcement by Department of Highways Personnel

61-12-201. Appointment of employees as peace officers.
61-12-202. Training of department peace officers — rules.
61-12-203. Official attire required for making arrests and carrying firearms.
61-12-204. Identification badge and uniform.
61-12-205. Power to inspect vehicle registration, receipts, and other documents.
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Part 1

Powers of Local Authorities

61-12-101. Powers of local authorities to regulate traffic. The provisions of chapter 8 and chapter 9 shall not be deemed to prevent local authorities with respect to streets and highways under their jurisdiction and within the reasonable exercise of the police power from:

(1) regulating the standing or parking of vehicles;
(2) regulating the traffic by means of police officers or traffic-control devices;
(3) regulating or prohibiting processions or assemblages on the highways;
(4) designating particular highways as one-way highways and requiring that all vehicles thereon be moved in one specific direction;
(5) regulating the speed of vehicles in public parks;

(6) designating any highway as a through highway and requiring that all the vehicles stop before entering or crossing the same, designating any intersection as a stop intersection, and requiring all vehicles to stop at one or more entrances to such intersections;

(7) restricting the use of highways as authorized in 61-10-128(2);

(8) regulating the operation of bicycles and requiring the registration and licensing of same, including the requirement of a registration fee;

(9) regulating or prohibiting the turning of vehicles or specified types of vehicles at intersections;

(10) altering the speed limits as authorized herein;

(11) regulating the driving of vehicles by any person who is an habitual user of or under the influence of any narcotic drug or who is under the influence of any other drug to a degree which renders him incapable of safely driving a vehicle within the incorporated limits of any city or town;

(12) regulating or prohibiting any person who is under the influence of intoxicating liquor from driving or being in actual physical control of any vehicle within the incorporated limits of any city or town;

(13) regulating or prohibiting the driving of vehicles by any person in a willful or wanton disregard for the safety of persons or property within the incorporated limits of any city or town;

(14) enacting as ordinances any and all provisions of chapter 8 or chapter 9 and any and all other laws regulating traffic, pedestrians, vehicles, and operators thereof, not in conflict with state law or federal regulations and to enforce the same within their jurisdiction.

History: En. Sec. 28, Ch. 263, L. 1955; amd. Sec. 2, Ch. 201, L. 1957; amd. Sec. 1, Ch. 240, L. 1959; R.C.M. 1947, 32-2131.

Part 2

Enforcement by Department of Highways Personnel

61-12-201. Appointment of employees as peace officers. The director of highways may appoint employees of the department as peace officers to carry out this part. The employees appointed may include only those employees of the department who are employed in the administration of the gross vehicle weight functions of the department. Each employee appointed shall be issued a certificate of appointment and execute an oath of office which shall be entered into the records of the department.

History: En. Sec. 1, Ch. 242, L. 1971; amd. Sec. 42, Ch. 316, L. 1974; R.C.M. 1947, 32-1632.

61-12-202. Training of department peace officers — rules. (1) The department shall provide such training as required to qualify those employees to competently perform their duties under this part and shall adopt such rules as are required and necessary for qualification of those employees as peace officers.

(2) An employee may not make arrests until he has successfully completed such training as required by the department.

History: En. Secs. 2, 3, Ch. 242, L. 1971; amd. Secs. 43, 44, Ch. 316, L. 1974; R.C.M. 1947, 32-1633, 32-1634.

61-12-203. Official attire required for making arrests and carrying firearms. Qualified employees may make arrests throughout the state only when dressed in official uniform and displaying the official badge authorized by the department. Authorized employees may not carry firearms unless officially attired.

History: En. Sec. 4, Ch. 242, L. 1971; amd. Sec. 45, Ch. 316, L. 1974; R.C.M. 1947, 32-1635.

61-12-204. Identification badge and uniform. Employees of the department engaged in the enforcement of this part shall wear and prominently display an identification badge or device with the employee's name and title shown on the identification badge or device. The department may authorize uniform dress for department employees engaged in such enforcement.

History: En. Sec. 6, Ch. 242, L. 1971; amd. Sec. 47, Ch. 316, L. 1974; R.C.M. 1947, 32-1637.

61-12-205. Power to inspect vehicle registration, receipts, and other documents. Employees of the department appointed under 61-12-201 may when officially dressed make reasonable inspection of vehicle registration receipts, department receipts and registrations, special permits, and other documents required to be carried in or for a vehicle traveling on the public highways of Montana.

History: En. Sec. 5, Ch. 242, L. 1971; amd. Sec. 46, Ch. 316, L. 1974; R.C.M. 1947, 32-1636.

61-12-206. Offenses for which arrest authorized. (1) Employees appointed under 61-12-201 may make arrests for violations of the following statutory provisions only:

(a) part 1, chapter 10, of this title;
(b) part 3, chapter 4, of this title;
(c) sections 15-24-201 through 15-24-205;
(d) sections 15-70-302 through 15-70-307;
(e) sections 15-70-311 through 15-70-314;
(f) section 61-3-502(1);
(g) sections 61-10-201 through 61-10-215;
(h) sections 61-10-222 through 61-10-224;
(i) sections 61-10-231 through 61-10-233.

(2) These employees may not arrest for violations other than specified in this section.

History: En. Sec. 8, Ch. 242, L. 1971; amd. Sec. 49, Ch. 316, L. 1974; R.C.M. 1947, 32-1639.

61-12-207. Cooperation with other agencies. Such employees of the department shall cooperate with other law enforcement agencies.

History: En. Sec. 9, Ch. 242, L. 1971; amd. Sec. 50, Ch. 316, L. 1974; R.C.M. 1947, 32-1640.

61-12-208. Duty upon making an arrest — power to fix and accept bail — fees of justices of the peace. (1) Such employees, upon making an arrest, shall deliver to the offender a form of notice to appear describing the nature of the offense with instructions on the notice to appear for the offender to report to the nearest justice of the peace. The employee may accept a deposit for appearance justifiable for the offense charged. The person arrested may be detained for a reasonable time for the purpose of issuing the notice. If the employee accepts bail, he shall give a signed receipt to the offender setting forth the amount received. The employee shall then deliver the bail money to the justice of the peace before whom the offender is to appear, and the justice of the peace shall give a receipt to the employee for the amount of bail money delivered. After the filing of the complaint and appearance of the defendant, the justice of the peace shall assume jurisdiction and may set and accept further appearance bail bond.

(2) For the purpose of this part only, the fees of justices of the peace in all offenses in which the statutory fine is $5 or less shall be $1, but if the statutory fine is in excess of $5, the justices of the peace are permitted the fee prescribed by law. No additional fees shall be paid justices of the peace where salaries are fixed by law.

History: En. Sec. 10, Ch. 242, L. 1971; amd. Sec. 51, Ch. 316, L. 1974; R.C.M. 1947, 32-1641.

Part 3

Motor Club Service Companies

61-12-301. Terms defined. The following words and phrases when used in this part shall for the purpose of this part have the meanings respectively ascribed to them in this section, except in those instances where the context of the part clearly indicates that they shall have a different meaning:

(1) "Agent" means whoever solicits the purchase of service contracts, as herein defined, or transmits for another any such contract or application therefor to or from the company, or acts or aids in any manner in the delivery or negotiation of any such contract, or of the renewal or continuance thereof.

(2) "Bail bond service" means any act or acts by a company, as herein defined, the purpose of which is to furnish or procure for any person accused of violation of any law of this state a cash deposit, bond, or other undertaking required by law in order that the accused might enjoy his personal freedom pending trial.

(3) "Buying and selling service" means any act or acts of a company, as herein defined, whereby the holder of a service contract with any such company is aided in any way in the purchase or sale of an automobile.

(4) "Commissioner" means the commissioner of insurance of the state of Montana or his assistants or deputies or other persons authorized to act for him.

(5) "Company" means any person, firm, partnership, company, association, or corporation engaged in selling, furnishing, or procuring, either as principal or agent, for a consideration, motor club service as herein defined.

(6) "Discount service" means any act or acts by a company, as herein defined, resulting in the giving of special discounts, rebates, or reductions of price on gasoline, oil, repairs, insurance, parts, accessories, or service for motor vehicles to holders of service contracts with any such company.

(7) "Emergency road service" means any act or acts by a company, as herein defined, consisting of the adjustment, repair, or replacement of the equipment, tires, or mechanical parts of any automobile so as to permit it to be operated under its own power.

(8) "Financial service" means any act or acts by a company, as herein defined, whereby loans or other advances of money, with or without security, are made to holders of service contracts with any such company.

(9) "Legal service" means any act or acts by a company, as herein defined, consisting of the hiring, retaining, engaging, or appointing of an attorney or other person to give professional advice to or represent holders of service contracts with any such company in any court, as the result of liability incurred by the right of action accruing to the holder of a service contract as a result of the ownership, operation, use, or maintenance of a motor vehicle.

(10) "Map service" means any act or acts by a company, as herein defined, by which road maps are furnished without cost to holders of service contracts with any such company.

(11) "Motor club service" means the rendering, furnishing, or procuring of towing service, emergency road service, insurance service, bail bond service, legal service, discount service, financial service, buying and selling service, theft service, map service, and touring service, or any three or more thereof, as herein defined, to any person or persons in connection with the ownership, operation, use, or maintenance of a motor vehicle by such other person or persons in consideration of such other person or persons being or becoming a member or members of any company rendering, procuring, or furnishing the same, or being or becoming in any manner affiliated therewith, or being or becoming entitled to receive membership or other motor club service therefrom by virtue of any agreement or understanding with any such company.

(12) "Service contract" means any agreement or understanding whereby any company, as herein defined, for a consideration promises to render, furnish, or procure for any other person or persons, whether they be members of such company or otherwise, motor club service, as herein defined.

(13) "Theft service" means any act or acts by a company, as herein defined, the purpose of which is to locate, identify, or recover a motor vehicle owned or controlled by the holder of a service contract with any such company which has been or may be stolen or to detect or apprehend the person guilty of such theft.

(14) "Touring service" means any act or acts by a company, as herein defined, by which touring information is furnished without cost to holders of service contracts with any such company.

(15) "Towing service" means any act or acts by a company, as herein defined, consisting of the drafting or moving of a motor vehicle from one place to another under other than its own power.

History: En. Sec. 1, Ch. 131, L. 1931; re-en. Sec. 4211.1, R.C.M. 1935; R.C.M. 1947, 66-1101.

61-12-302. Companies and agents to be licensed. No company or any agent, as herein defined, doing business in this state shall execute, issue, or deliver any service contract to any person or persons owning or operating motor vehicles without first having obtained a license from the commissioner as provided for in this part, nor shall any such company or agent collect or receive from any person or persons in advance of the execution, issuance, or delivery of any such service contract any money or other thing of value upon any promise or agreement to execute, issue, or deliver any such service contract without first having obtained a license from said commissioner as provided for in this part.

History: En. Sec. 2, Ch. 131, L. 1931; re-en. Sec. 4211.2, R.C.M. 1935; R.C.M. 1947, 66-1102.

61-12-303. Requirements for license. (1) No license shall be issued by the commissioner until the company has filed with him the following:

(a) a formal application in such form and detail as the commissioner may require, executed under oath by its president or other principal officer;

(b) a copy of the form of its contract;

(c) a certified copy of its charter or articles of incorporation and its bylaws, if any;

(d) a financial statement in such form and detail as the commissioner may require, executed on oath by its president or other principal officer;

(e) a certificate from the state treasurer that it has complied with 61-12-304 in all cases where a deposit of cash or a bond is required by this part;

(f) a certificate from the corporation commissioner of the state of Montana, in the event it be a corporation, that it has complied with the corporation laws of said state.

(2) No license shall be issued by the commissioner until the company has paid to the commissioner $100 as an annual license fee, or the pro rata portion thereof necessary to be paid to the end of the current calendar year from the date of the application for such license.

(3) No license shall be issued by the commissioner until the company has satisfied him by such examination as he may make and such evidence as he may require, in his discretion, that such company has complied with the laws of the state of Montana and that its management is trustworthy and competent.

History: En. Sec. 3, Ch. 131, L. 1931; re-en. Sec. 4211.3, R.C.M. 1935; R.C.M. 1947, 66-1103.

61-12-304. Deposits required. No license shall be granted to a company as herein defined except as hereinafter stated until it has deposited with the state treasurer the sum of $25,000 in cash or in lieu thereof a bond in a form prescribed by the commissioner payable to the state of Montana in the sum of $25,000, with surety approved by the commissioner, conditioned upon the faithful performance of its service contracts and payment of any fines or penalties levied against it for failure to comply with this part; provided, however, that when any company, as herein defined, shall prove to the commissioner that it has been in continuous, active operation in the state for a period of more than 5 years immediately last past and has a paid membership of more than 5,000 members within the state or that there are more than 5,000 holders of its service contracts within the state and that it is being properly managed, is rendering to its members the services promised to them, and is financially responsible, no such cash deposit or bond shall be required while such company remains in such condition. The foregoing cash deposit or bond is not required in any instance as a penalty, but for the protection of the public only.

History: En. Sec. 4, Ch. 131, L. 1931; re-en. Sec. 4211.4, R.C.M. 1935; R.C.M. 1947, 66-1104.

61-12-305. Expiration of license. Every license issued hereunder shall expire annually on January 1 of each year unless sooner revoked or suspended as hereinafter provided.

History: En. Sec. 5, Ch. 131, L. 1931; re-en. Sec. 4211.5, R.C.M. 1935; R.C.M. 1947, 66-1105.

61-12-306. Revocation of license. If the commissioner shall, at any time for cause shown and after a hearing, determine that a company has violated any provision or provisions of this part or that it is insolvent or that its assets are less than its liabilities or that it or its officers refuse to submit to an examination or that it is transacting business fraudulently or that its management or business methods are improper or hazardous to the holders of its service contracts, he shall thereupon revoke or suspend its license and shall give notice thereof to the public in such manner as he may deem proper.

History: En. Sec. 6, Ch. 131, L. 1931; re-en. Sec. 4211.6, R.C.M. 1935; R.C.M. 1947, 66-1106.

61-12-307. Financial statement to be filed. Every company shall annually, on or before February 1 of each year, file with the commissioner a financial statement in such form and detail as he may prescribe, executed on oath by its president or other principal officer, showing its financial condition on December 31 of the preceding year.

History: En. Sec. 7, Ch. 131, L. 1931; re-en. Sec. 4211.7, R.C.M. 1935; R.C.M. 1947, 66-1107.

61-12-308. Service contract to be filed with commissioner. No service contract shall be executed, issued, or delivered in this state until a copy of the form thereof has been on file for 30 days with the commissioner, unless before the expiration of said 30 days he shall have approved the form in writing; nor shall any service contract be executed, issued, or delivered at any time in this state if the commissioner notified the company in writing within said 30 days that in his opinion the form of the contract does not comply with the laws of this state, specifying the reasons therefor.

History: En. Sec. 8, Ch. 131, L. 1931; re-en. Sec. 4211.8, R.C.M. 1935; R.C.M. 1947, 66-1108.

61-12-309. Contracts to be in duplicate. Every service contract executed, issued, or delivered in this state shall be made in duplicate, and shall be signed by the company issuing the same, or by its duly authorized agent, and by the party purchasing the same, and one copy thereof shall be kept by said company, and the other copy shall be delivered to the party purchasing the same.

History: En. Sec. 9, Ch. 131, L. 1931; re-en. Sec. 4211.9, R.C.M. 1935; R.C.M. 1947, 66-1109.

61-12-310. Form of contract. No service contract shall be executed, issued, or delivered in this state unless it contains the following:

(1) the exact corporate or other name of the company;

(2) the exact location of its home office and of its usual place of business in this state, giving street number and city;

(3) a provision that the contract may be canceled at any time by either the company or the holder, and that the holder shall, if he has actually paid the consideration, thereupon be entitled to the unused portion of the consideration paid for such contract, calculated on a pro rata basis without any deductions;

(4) a provision plainly specifying the services promised and that the holder shall not be required to pay any sum for any services specified in the contract in addition to the amount specified in the contract, and further specifying the territory wherein such services are to be rendered, and the date when such service shall commence.

History: En. Sec. 10, Ch. 131, L. 1931; re-en. Sec. 4211.10, R.C.M. 1935; R.C.M. 1947, 66-1110.

61-12-311. Companies to be licensed. No person shall solicit or aid in the solicitation of another person to purchase a service contract issued by a company not duly licensed under this part.

History: En. Sec. 11, Ch. 131, L. 1931; re-en. Sec. 4211.11, R.C.M. 1935; R.C.M. 1947, 66-1111.

61-12-312. Contract not to be misrepresented. No company and no officer or agent thereof shall orally or in writing misrepresent the terms, benefits, or privileges of any service contract issued or to be issued by it.

History: En. Sec. 12, Ch. 131, L. 1931; re-en. Sec. 4211.12, R.C.M. 1935; R.C.M. 1947, 66-1112.

61-12-313. Contracts binding on company although not complying with part. Any service contract made, issued, or delivered contrary to any provision of this part shall nevertheless be valid and binding on the company.

History: En. Sec. 13, Ch. 131, L. 1931; re-en. Sec. 4211.13, R.C.M. 1935; R.C.M. 1947, 66-1113.

61-12-314. Applicability. Nothing in this part shall apply to a duly authorized attorney at law acting in the usual course of his profession or to any insurance company, bonding company, or surety company, now or hereafter duly and regularly licensed and doing business as such under the laws of the state.

History: En. Sec. 14, Ch. 131, L. 1931; re-en. Sec. 4211.14, R.C.M. 1935; R.C.M. 1947, 66-1114.

61-12-315. Penalty for violation. If any person shall violate the provisions of this part, such person shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished by a fine of not more than $500 or by imprisonment in the county jail for not more than 6 months or by both such fine and imprisonment.

History: En. Sec. 15, Ch. 131, L. 1931; re-en. Sec. 4211.15, R.C.M. 1935; R.C.M. 1947, 66-1115.

Part 4

Removal and Sale of Abandoned Vehicles

61-12-401. Taking vehicle into custody. (1) The following law enforcement agencies may take into custody any motor vehicle found abandoned for a period of 48 hours or more on any public highway, or for a period of 5 days or more on any city street or public property:

(a) the Montana highway patrol if the vehicle is upon the right-of-way of any public highway other than a county road;

(b) the sheriff of the county if the vehicle is upon the right-of-way of any county road or private property within the county;

(c) the city police if the vehicle is upon a city street within the city.

(2) The Montana highway patrol, sheriff of the county, or the city police may use its or his personnel, equipment, and facilities for the removal and preservation of the vehicle, or may hire other personnel, equipment, and facilities for those purposes.

History: En. Sec. 2, Ch. 288, L. 1967; amd. Sec. 2, Ch. 169, L. 1969; R.C.M. 1947, 53-902.

61-12-402. Notice to owner. (1) Within 72 hours after any vehicle is removed and held by or at the direction of the Montana highway patrol or the city police, they shall notify the sheriff of the county in which the vehicle was located at the time it was taken into custody and the place where the vehicle is being held. In addition the Montana highway patrol or the city police shall furnish the sheriff a complete description of the vehicle to include year, make, model, serial number, and license number if available, any costs incurred to that date in the removal, preservation, and custody of the vehicle, and any available information concerning its ownership.

(2) The sheriff shall make reasonable efforts to ascertain the name and address of the owner, lienholder, or person entitled to possession of the vehicle. If such

name and address are ascertained, the sheriff shall notify such owner and lienholder or person of the location of the vehicle.

(3) If the vehicle is registered in the office of the division of motor vehicles of this state, notice shall be deemed given when a registered or certified letter addressed to the registered owner of the vehicle and lienholder, if any, at the latest address shown by the records in the office of the division, return receipt requested and postage prepaid thereon, is mailed at least 30 days before the vehicle is sold as hereinafter provided.

(4) If the identity of the last registered owner cannot be determined, or if the registration contains no address for the owner, or if it is impossible to determine with reasonable certainty the identity and addresses of all lienholders, notice by one publication in one newspaper of general circulation in the county where the motor vehicle was abandoned shall be sufficient to meet all requirements of notice pursuant to this part. Such notice by publication can contain multiple listings of abandoned vehicles. Any such notice shall be within the time requirements prescribed for notice by certified or registered mail and shall have the same contents required for a notice by certified or registered mail.

(5) A vehicle found by law enforcement officials to be a "junk vehicle" as defined by 75-10-501 and certified as having an appraised value of $100 or less as determined by the county assessor in accordance with the rules of the department of revenue may be directly submitted for disposal in accordance with the provisions of part 5 of chapter 10, Title 75, upon a release given by the sheriff. In the release the sheriff shall include a description of the vehicle including year, make, model, serial number, and license number if available. A release provided by the sheriff under this section shall be transmitted to the motor vehicle wrecking facility and shall be considered by that facility to meet the requirements for records under 75-10-512 and 75-10-513. Vehicles described in this section may be submitted without notice and without a required holding period.

History: En. Sec. 3, Ch. 288, L. 1967; amd. Sec. 1, Ch. 53, L. 1974; R.C.M. 1947, 53-903.

61-12-403. Reclaiming vehicle. The owner, lienholder, or person entitled to possession of the vehicle may reclaim it at any time after it is taken into custody and before it is sold. He shall present to the sheriff of the county in which the vehicle was located at the time it was taken into custody satisfactory proof of ownership or right to possession, and pay the costs and expenses incurred in the removal, preservation, and custody of the vehicle. He shall not be required to pay storage charges for a period longer than 90 days.

History: En. Sec. 4, Ch. 288, L. 1967; R.C.M. 1947, 53-904.

61-12-404. Sale of vehicle if not reclaimed. (1) If a vehicle is not reclaimed as provided in 61-12-403 within 30 days after notification by registered or certified mail or prescribed publication, the sheriff of the county in which it is located at the time it was taken into custody shall sell it at public auction in the manner provided in 25-13-701 through 25-13-709.

(2) After any vehicle has been so sold, the former owner or person entitled to possession has no further right, title, claim, or interest in or to the vehicle.

History: En. Sec. 5, Ch. 288, L. 1967; R.C.M. 1947, 53-905.

61-12-405. Certificate of sale. (1) When any vehicle is so sold, the sheriff at the time of the payment of the purchase price shall execute a certificate of sale in duplicate. He shall deliver the original certificate to the purchaser and retain the copy.

(2) The certificate of sale shall contain the name and address of the purchaser, the date of sale, the consideration paid, a description of the vehicle, and a stipulation that no warranty is made as to the condition or title of the vehicle.

History: En. Sec. 6, Ch. 288, L. 1967; R.C.M. 1947, 53-906.

61-12-406. Issuing certificate of ownership. The division shall issue a certificate of ownership upon presentation by the purchaser of the certificate of sale and payment of the fees required by law.

History: En. Sec. 7, Ch. 288, L. 1967; R.C.M. 1947, 53-907.

61-12-407. Transmitting return of sale and balance of proceeds. (1) When any vehicle is sold as provided in 61-12-404 the sheriff shall transmit to the division and to the county treasurer a return of sale setting forth a description of the vehicle, the purchase price, the name and address of the purchaser, the costs incurred in the sale, and the costs and expenses incurred in the removal, preservation, and custody of the vehicle.

(2) With the return of sale, the sheriff shall transmit to the county treasurer the balance of the proceeds of the sale after deducting the costs incurred in the sale and the costs and expenses incurred in the removal, preservation, and custody of the vehicle.

(3) Upon receipt of the return of sale and such balance the county treasurer shall file the return in his office and deposit the balance in the county road fund on all vehicles seized by the sheriff or highway patrol. The county treasurer shall transmit to the city treasurer the balance of the proceeds of the sale after deducting the costs incurred in the sale and the costs and expenses incurred in the removal, preservation, and custody of vehicles seized by city police, and the city treasurer shall deposit such proceeds in the city street fund.

History: En. Sec. 8, Ch. 288, L. 1967; R.C.M. 1947, 53-908.

61-12-408. Penalty. Any person or persons violating the provisions of this part shall be guilty of a misdemeanor and upon conviction shall be punished by a fine of not less than $25 or more than $300 or by imprisonment in the county jail for not less than 5 days or more than 90 days or by both fine and imprisonment.

History: En. Sec. 9, Ch. 288, L. 1967; R.C.M. 1947, 53-909(part).

Part 5

Identification Cards

61-12-501. Authority of division of motor vehicles to issue identification cards. The division is hereby authorized to issue identification cards to any person over the age of 18 years not the holder of a valid driver's license.

History: En. Sec. 1, Ch. 53, L. 1971; R.C.M. 1947, 31-170.

61-12-502. Rules for identification cards. The division shall formulate reasonable rules for the application, issuing identification cards, and cancellation thereof, and require the furnishing of such information necessary for the purpose of this part.

History: En. Sec. 2, Ch. 53, L. 1971; R.C.M. 1947, 31-171.

61-12-503. Agents for issuance of identification cards. The division shall have authority to appoint county treasurers and other qualified officers to act as its agents for the issuance of such identification cards.

History: En. Sec. 4, Ch. 53, L. 1971; R.C.M. 1947, 31-173.

61-12-504. Fees for identification cards. Fees not in excess of $1 for such identification cards shall be collected and credited to a revolving fund which shall be known as the Montana highway patrol identification card fund. Such fund shall be used by the division to defray the cost of issuing identification cards.

History: En. Sec. 5, Ch. 53, L. 1971; R.C.M. 1947, 31-174.

Part 6

Jurisdiction Over Minors

61-12-601. Unlawful operation by minor — jurisdiction of courts — penalties. (1) The district courts and the justices' courts of the state and the municipal and city courts of cities and towns shall have concurrent original jurisdiction in all proceedings concerning the unlawful operation of motor vehicles by children under the age of 18 years.

(2) Whenever, after a hearing before the court, it shall be found that a child under the age of 18 years has unlawfully operated a motor vehicle, the court may:

(a) impose a fine, not exceeding $50, provided such child shall not be imprisoned for failure to pay such fine;

(b) revoke the driver's license of such child, or suspend the same for such time as may be fixed by the court; and

(c) order any motor vehicle owned or operated by such child to be impounded by the probation officer for such time, not exceeding 60 days, as shall be fixed by the court. However, if the court shall find that the operation of such motor vehicle was without the consent of the owner, then such vehicle shall not be impounded.

(3) Upon nonpayment of any fine herein provided for, the court may order that any motor vehicle owned by said child or operated by said child with the consent of the owner shall be impounded until the fine shall be paid, or may order that the driver's license of such child shall be taken up and held by the probation officer until payment of said fine, or may cause both said motor vehicle and said driver's license to be taken up and impounded until such fine shall be paid; but no child shall be committed to or held in any detention facility or jail by reason of nonpayment of such fine.

History: En. Sec. 1, Ch. 215, L. 1959; amd. Sec. 1, Ch. 188, L. 1963; R.C.M. 1947, 32-21-163.

61-12-602. Summons — issuing to minor. Whenever any child under the age of 18 years shall unlawfully operate a motor vehicle in the presence of any peace officer of any county, city, or town, or in the presence of any state highway patrolman, such officer may deliver to said child a form of summons describing the nature of the offense, with instructions thereon to report to the district court or a justice's court of the county or the municipal or city court of the city or town wherein the offense occurs; and the court shall be informed thereof by the delivery of a copy of said summons to the probation officer, who shall in turn deliver the same to the judge or justice of the peace.

History: En. Sec. 2, Ch. 215, L. 1959; amd. Sec. 2, Ch. 188, L. 1963; R.C.M. 1947, 32-21-164.

61-12-603. Authority of court upon learning of unlawful operation by minor. Whenever the court shall be informed that a child has unlawfully operated a motor vehicle said child shall be required to appear before the court and the court shall, after a hearing and investigation, take action as provided in 61-12-601, or may dismiss the proceeding if it be found and determined that it is for the best interests of the child so to do.

History: En. Sec. 3, Ch. 215, L. 1959; R.C.M. 1947, 32-21-165.

Part 7

Disposition of Fines

61-12-701. Highway patrol — fees — fines and forfeitures. (1) All fees, fines, and forfeitures collected in any court from persons apprehended or arrested by patrolmen for violation of the laws and regulations relating to the use of state highways and the operation of vehicles thereon must be paid to the state treasurer and by him credited to the general fund of the state, except for that portion of the fines as provided in 20-7-504 which shall be paid into the automobile driver education account in the earmarked revenue fund.

(2) At the time of payment of any such fee, fine, or forfeiture there shall be filed with the state treasurer a complete statement showing the total of the fees, fines, or forfeitures received or incurred, which statement shall give the title of the court and cause and be subscribed to by the person or officer making such payments.

History: En. Sec. 14, Ch. 199, L. 1943; amd. Sec. 10, Ch. 226, L. 1965; amd. Sec. 9, Ch. 214, L. 1969; R.C.M. 1947, 31-114.

61-12-702. Court costs — fees and expenses of counties. The court, after deducting all costs and fees, shall immediately transmit the balance of said fine to the state treasurer as provided by law. The expenses of the county, except fees of officers who are paid a regular salary, shall constitute a proper claim against the state of Montana and said claim or claims shall be paid in the manner provided by law out of the funds appropriated for such purposes.

History: En. Sec. 15, Ch. 199, L. 1943; R.C.M. 1947, 31-115.

61-12-703. Disposition of traffic fines collected from juveniles. All fines collected by the district courts from children under 18 years of age for unlawful operation of motor vehicles as the result of traffic summonses issued by peace officers of cities or counties or by highway patrolmen, together with that portion of the fines which is specified in 20-7-505, shall be retained by the county treasurer of the county in which the offense occurred and at the end of each month distributed as follows:

(1) Fines collected as the result of summonses issued by city peace officers shall be distributed to the city in which the peace officer is employed and credited to the city general fund.

(2) Fines collected as the result of summonses issued by county peace officers shall be retained by the county treasurer and credited to the county road fund.

(3) Fines collected as the result of summonses issued by state highway patrolmen shall be paid to the state treasurer, who shall credit them to the general fund of the state.

(4) That portion of the fines which is specified in 20-7-505 shall be paid to the state treasurer, who shall credit it to the automobile driver education account in the earmarked revenue fund.

History: En. 95-2229 by Sec. 11, Ch. 513, L. 1973; amd. Sec. 40, Ch. 184, L. 1977; R.C.M. 1947, 95-2229.

TITLES 62 THROUGH 66

Reserved

TITLE 67

AERONAUTICS

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2. Department of Community Affairs — Aeronautical Powers and Duties.
3. Regulation and Licensing.
4. Noise, Height, and Land Use Regulation.
5. Airport Hazard Regulation.
6. Airport Zoning Act.
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10. Municipal Airports.
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CHAPTER 1

GENERAL PROVISIONS

Part 1 — Definitions and Policy

Section
67-1-101. Definitions.
67-1-102. Policy.
67-1-103. Board of aeronautics.
67-1-104. Governmental nature of aeronautical functions.
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67-1-301. Moneys — receipt and disbursement.

Part 1

Definitions and Policy

67-1-101. Definitions. Unless the context requires otherwise, in this title the following definitions apply:

(1) "Aeronautics" means transportation by aircraft; the operation, construction, repair, or maintenance of aircraft, aircraft power plants and accessories, including the repair, packing, and maintenance of parachutes; the design, establishment, con-

struction, extension, operation, improvement, repair, or maintenance of airports, restricted landing areas, or other air navigation facilities; and air instruction.

(2) "Aeronautics instructor" means an individual engaged in giving instruction or offering to give instruction in aeronautics, either in flying or ground subjects, or both, for hire or reward, without advertising that occupation, without calling his facilities an "air school" or anything equivalent to an "air school", and without employing or using other instructors. It does not include an instructor in a public school or university of this state or an institution of higher learning accredited and approved for carrying on collegiate work while engaged in his duties as an instructor.

(3) "Air carrier" means a person or corporation owning, controlling, operating, or managing aircraft as a scheduled common carrier of passengers or freight for compensation within this state.

(4) "Aircraft" means a contrivance used or designed for navigation of or flight in the air.

(5) "Air instruction" means the imparting of aeronautical information by an aeronautics instructor or in or by an air school or flying club.

(6) "Airman" means an individual who engages, as the person in command or as pilot, mechanic, or member of the crew, in the navigation of aircraft while under way; an individual who is directly in charge of the inspection, maintenance, overhauling, or repair of aircraft engines, propellers, or appliances (excepting individuals employed outside the United States, an individual employed by a manufacturer of aircraft, aircraft engines, propellers, or appliances to perform duties as inspector or mechanic in connection with them, and an individual performing inspection or mechanical duties in connection with aircraft owned or operated by him) and an individual who serves in the capacity of aircraft dispatcher or air traffic control tower operator.

(7) "Air navigation" means the operation or navigation of aircraft in the air space over this state or upon an airport or restricted landing area within this state.

(8) "Air navigation facility" means a facility used in, available for use in, or designed for use in aid of air navigation, including airports, restricted landing areas, and structures, mechanisms, lights, beacons, marks, communicating systems, or other instrumentalities or devices used or useful as an aid or constituting an advantage or convenience to the safe taking off, navigation, and landing of aircraft or the safe and efficient operation or maintenance of an airport or restricted area and any combination of these facilities.

(9) "Airport" means an area of land or water, except a restricted landing area, which is designed for the landing and takeoff of aircraft, whether or not facilities are provided for the shelter, servicing, or repair of aircraft or for receiving or discharging passengers or cargo, and all appurtenant areas used or suitable for airport buildings or other airport facilities and all appurtenant rights-of-way.

(10) "Airport and landing field" means any area of land, water, or both, which is used or is made available for the landing and takeoff of aircraft, owned, leased, controlled, operated, or maintained by the United States, the state of Montana, any county thereof or any municipality, or any of the authorized agencies or branches thereof within the state of Montana.

(11) "Airport authority" or "authority" means a regional airport authority or municipal airport authority created under chapter 11 and the governing body of a municipality which has determined to exercise the powers of a municipal airport authority under 67-11-102.

(12) "Airport hazard" means a structure, object of natural growth, or use of land which obstructs the air space required for the flight of aircraft in landing or taking off at an airport or restricted landing area or is otherwise hazardous to landing or taking off.

(13) "Airport hazard area" means any area of land or water upon which an airport hazard might be established if not prevented as provided in this title.

(14) "Airport protection privileges" means easements through or other interests in air space over land or water, interests in airport hazards outside the boundaries of airports or restricted landing areas, and other protection privileges, the acquisition or control of which is necessary to ensure safe approaches to the landing areas of airports and restricted landing areas and the safe and efficient operation thereof.

(15) "Air school" means a person engaged in giving or offering to give instruction in aeronautics, either in flying or ground subjects, or both, for or without hire or reward, and advertising, representing, or holding himself out as giving or offering to give that instruction. It does not include a public school or university of this state or an institution of higher learning accredited and approved for carrying on collegiate work.

(16) "Board" means the board of aeronautics provided for in 2-15-1103.

(17) "Bonds" means bonds, notes, interim certificates, debentures, or similar obligations issued by an authority under chapter 11.

(18) "Building or structure" means any edifice, structure, or construction of any kind, character, or description and any object of natural growth erected, constructed, grown, located or proposed to be erected, constructed, grown, or located within the area described in 67-5-201 hereof as safety zones, including any edifice, structure, or construction or object within said restricted zones erected, constructed, placed, or located on or over land or water, or both.

(19) "Civil aircraft" means an aircraft other than a public aircraft.

(20) "Commercial air operator" means any person owning, controlling, operating, or managing aircraft for any commercial purpose for compensation.

(21) "Department" means the department of community affairs provided for in Title 2, chapter 15, part 11.

(22) "Established perimeter of an airport or landing field", for the purposes of computing all distances and elevations as contemplated by chapter 5 shall be the metes and bounds and elevations along the respective sides thereof as determined by the United States government, the state of Montana, the several counties, the several municipalities, or other public authority owning, leasing, controlling, operating, or maintaining such airport or landing field, the determination and definition to be evidenced by plat showing the metes, bounds, and elevations to be filed in and among the records of said public authority for official purposes and subject to inspection and examination at all reasonable times by any interested persons.

(23) "Flying club" means a person other than an individual which, neither for profit nor reward, owns, leases, or uses one or more aircraft for the purpose of instruction or pleasure, or both.

(24) "Governing body" means bodies and boards by whatever names they are known having charge of finances and management of a municipality.

(25) "Height of buildings and structures" means, for the purposes of chapter 5 the vertical distance measured from the ground or surface level of the airport or landing field on the side adjacent to the said building or structure to the level of the highest point of the building or structure.

(26) "Municipal airport authority" or "municipal authority" means a municipal airport authority created under 67-11-102.

(27) "Municipality" or "political subdivision" means a county, city, village, or town of this state and any other political subdivision, public corporation, authority, or district in this state authorized by law to acquire, establish, construct, maintain, improve, and operate airports and other air navigation facilities.

(28) "Navigable air space" means air space above the minimum altitudes of flight prescribed by the laws of this state or by regulations of the department.

(29) "Operation of aircraft" or "operate aircraft" means the use of aircraft for the purpose of air navigation and includes the navigation or piloting of aircraft. A person who causes or authorizes the operation of aircraft, whether with or without the right of legal control (in the capacity of owner, lessee, or otherwise) of the aircraft, operates the aircraft.

(30) "Person" means an individual, firm, partnership, corporation (private, municipal, or public), company, association, joint-stock association, or body politic and includes a trustee, receiver, assignee, or other similar representative.

(31) "Public aircraft" means an aircraft used exclusively in the service of any government or of a political subdivision of a government, including the government of a state, territory, or possession of the United States, or the District of Columbia but not including a government-owned aircraft engaged in carrying persons or property for commercial purposes.

(32) "Real property" means lands, structures, buildings, and interests in land, including lands under water and riparian rights, and all things and rights usually included within the term real property, including not only fee simple absolute but also all lesser interests, such as easements, rights-of-way, uses, leases, licenses, and all other incorporeal hereditaments and every estate, interest, or right, legal or equitable, pertaining to real property.

(33) "Regional airport authority" or "regional authority" means a regional airport authority created under 67-11-103.

(34) "Restricted landing area" means an area of land, water, or both, which is used or is made available for the landing and takeoff of aircraft, the use of which shall, except in case of emergency, be only as provided by the department.

(35) "State airway" means a route in the navigable air space over and above the lands or waters of this state, designated by the department as a route suitable for air navigation.

(36) "Structure" means any object constructed or installed by man, including, but without limitation, buildings, towers, smokestacks, and overhead transmission lines.

(37) "Tree" means any object of natural growth.

History: Ap. p. Sec. 3, Ch. 152, L. 1945; amd. Sec. 2, Ch. 348, L. 1974; amd. Sec. 2, Ch. 213, L. 1975; Sec. 1-102, R.C.M. 1947; Ap. p. Sec. 1, Ch. 122, L. 1967; amd. Sec. 18, Ch. 348, L. 1974; Sec. 1-311, R.C.M. 1947; Ap. p. Sec. 26, Ch. 348, L. 1974; Sec. 1-322.1, R.C.M. 1947; Ap. p. Sec. 6, Ch. 12, L. 1939; Sec. 1-706, R.C.M. 1947; Ap. p. Sec. 1, Ch. 287, L. 1947; amd. Sec. 38, Ch. 348, L. 1974; Sec. 1-710, R.C.M. 1947; Ap. p. Sec. 1, Ch. 433, L. 1971; amd. Sec. 42, Ch. 348, L. 1974; Sec. 1-901, R.C.M. 1947; R.C.M. 1947, 1-102, 1-311, 1-322.1(2), (3), 1-706(a) thru (d), 1-710(2) thru (4), 1-901(2) thru (7).

67-1-102. Policy. It is hereby declared that the purpose of this title is to further the public interest and aeronautical progress by:

(1) providing for the protection and promotion of safety in aeronautics;

(2) cooperating in effecting a uniformity of the laws relating to the development and regulation of aeronautics in the several states;

(3) revising existing statutes relative to the development and regulation of aeronautics so as to grant to a state agency such powers and impose upon it such duties that the state may properly perform its functions relative to aeronautics and effectively exercise its jurisdiction over persons and property within such jurisdiction, may assist in the promotion of a statewide system of airports, may cooperate with and assist the political subdivisions of this state and others engaged in aeronautics, and may encourage and develop aeronautics;

(4) establishing uniform regulations, consistent with federal regulations and those of other states, in order that those engaged in aeronautics of every character may so engage with the least possible restriction, consistent with the safety and the rights of others; and

(5) providing for cooperation with the federal authorities in the development of a national system of civil aviation and for coordination of the aeronautical activities of those authorities and the authorities of this state by assisting in accomplishing the purposes of federal legislation and eliminating costly and unnecessary duplication of functions.

History: En. Sec. 3, Ch. 152, L. 1945; R.C.M. 1947, 1-103.

67-1-103. Board of aeronautics. (1) The board shall act in an advisory capacity to the department in matters pertaining to aeronautics.

(2) Regular meetings shall be held at the board's offices at Helena, but whenever the convenience of the public or of the parties may be promoted or delay or expense may be prevented, it may hold hearings or proceedings at any other place designated by it.

History: (1)En. Sec. 2, Ch. 171, L. 1967; amd. Sec. 27, Ch. 348, L. 1974; Sec. 1-323, R.C.M. 1947; (2)En. Sec. 6, Ch. 152, L. 1945; amd. Sec. 3, Ch. 348, L. 1974; Sec. 1-203, R.C.M. 1947; R.C.M. 1947, 1-203, 1-323(2).

67-1-104. Governmental nature of aeronautical functions. The acquisition of lands for establishing airports or other air navigation facilities; the acquisition of airport protection privileges; the acquisition, establishment, construction, enlargement, improvement, maintenance, equipment, and operation of airports and other air navigation facilities, whether by the state separately or jointly with a municipality; the assistance of this state in that acquisition, establishment, construction, enlargement, improvement, maintenance, equipment, and operation; and the exercise of any other powers granted to the department are public and governmental functions exercised for a public purpose and as a matter of public necessity; and such lands and other property and privileges acquired and used by the state in the manner and for the purposes enumerated in this title are acquired and used for public and governmental purposes and as a matter of public necessity.

History: En. Sec. 21, Ch. 152, L. 1945; amd. Sec. 37, Ch. 348, L. 1974; amd. Sec. 2, Ch. 232, L. 1977; amd. Sec. 1, Ch. 234, L. 1977; R.C.M. 1947, 1-502.

67-1-105. Penalties. Any person violating any of the provisions of [this act] or any of the rules or orders issued pursuant thereto shall be guilty of a misdemeanor and punishable by a fine of not more than $500 or by imprisonment in a county jail for not more than 90 days, or both.

History: En. Sec. 22, Ch. 152, L. 1945; R.C.M. 1947, 1-503.

Part 2

Uniform Principles

67-1-201. Short title. This part may be cited as the "Uniform State Law for Aeronautics".

History: En. Sec. 10, Ch. 17, L. 1929; re-en. Sec. 2736.10, R.C.M. 1935; R.C.M. 1947, 1-606.

67-1-202. State sovereignty in space. Sovereignty in the space above the lands and waters of this state is declared to rest in the state, except where assumed by the United States law.

History: En. Sec. 5, Ch. 17, L. 1929; re-en. Sec. 2736.5, R.C.M. 1935; R.C.M. 1947, 1-601.

67-1-203. Spatial ownership. The ownership of the space above the lands and waters of this state is declared to be vested in the several owners of the surface beneath, subject to the right of flight described in 67-1-204.

History: En. Sec. 6, Ch. 17, L. 1929; re-en. Sec. 2736.6, R.C.M. 1935; R.C.M. 1947, 1-602.

67-1-204. Lawfulness of flight and landings. (1) Flight in aircraft over the lands and waters of this state is lawful, unless at such a low altitude as to interfere with the then-existing use to which the land or water or the space over the land or water is put by the owner or unless so conducted as to be imminently dangerous to persons or property lawfully on the land or water or in violation of the air commerce regulations which have been or may be promulgated by the department of commerce of the United States.

(2) No person shall operate an aircraft, as pilot thereof, either in the air or on the ground, in a careless or reckless manner so as to endanger the life or property of others, including the aircraft being operated and passengers carried therein.

(3) The willful and malicious use of aircraft in stunting or diving over livestock in a manner calculated to frighten or stampede them shall be deemed an unlawful use thereof, and actual and punitive damages, in addition to the penalties provided by this part, may be recovered in an action for damages caused therefrom.

(4) The landing of an aircraft on the lands or waters of another without his consent is unlawful, except in the case of a forced landing. For damages caused by a forced landing, however, the owner or lessee of the aircraft or the pilot shall be liable for actual damage caused by such forced landing.

History: En. Sec. 7, Ch. 17, L. 1929; re-en. Sec. 2736.7, R.C.M. 1935; amd. Sec. 1, Ch. 109, L. 1939; amd. Sec. 1, Ch. 16, L. 1949; amd. Sec. 1, Ch. 102, L. 1963; R.C.M. 1947, 1-603.

67-1-205. Penalties. A person who violates any provision of this part shall be guilty of a misdemeanor and punishable by a fine of not more than $500 or by imprisonment for not more than 6 months, or both.

History: En. Sec. 8, Ch. 17, L. 1929; re-en. Sec. 2736.8, R.C.M. 1935; R.C.M. 1947, 1-604.

67-1-206. Interpretation. This part shall be so interpreted and construed as to effectuate its general purpose to make uniform the law of those states which enact it and to harmonize, as far as possible, with federal laws and regulations on the subject of aeronautics.

History: En. Sec. 9, Ch. 17, L. 1929; re-en. Sec. 2736.9, R.C.M. 1935; R.C.M. 1947, 1-605.

Part 3

Finance

67-1-301. Moneys — receipt and disbursement. (1) All costs and expenses of administering this title, including the salaries of employees of the department engaged in functions pertaining to aeronautics, the expenses of members of the board, and all other disbursements necessary to carry out the purposes of this title, shall be paid out of the following revenues:

(a) all gifts and all legislative appropriations to the department for aeronautics;

(b) all moneys received from any branch or department of the federal government or from other sources for the purposes mentioned in this title or for the furtherance of aeronautics generally in this state.

(2) All such moneys shall be deposited in the state treasury to the credit of the department.

(3) There shall be deposited in the earmarked revenue fund to the credit of the department the proceeds of 1 cent per gallon out of the amount per gallon of gasoline license tax imposed by the laws of this state upon purchases of gasoline used

for the operation of aircraft. Moneys so deposited shall be spent by the department for the sole purpose of carrying out its functions pertaining to aeronautics.

(4) No part of the 1 cent per gallon of gasoline license tax imposed by the laws of this state on gasoline purchased and used for the operation of airplanes or aircraft may be refunded.

History: En. Sec. 20, Ch. 152, L. 1945; amd. Sec. 1, Ch. 120, L. 1949; amd. Sec. 220, Ch. 147, L. 1963; amd. Sec. 36, Ch. 348, L. 1974; amd. Sec. 3, Ch. 213, L. 1975; R.C.M. 1947, 1-501.

CHAPTER 2

DEPARTMENT OF COMMUNITY AFFAIRS AERONAUTICAL POWERS AND DUTIES

Part 1 — General Powers

Section
67-2-101. Aeronautical powers and duties of department.
67-2-102. Rules, orders, and standards.

Part 2 — State Aircraft

67-2-201. Department as custodian of state airplanes.
67-2-202. Rules enforcement.
67-2-203. Operational deficit.
67-2-204. Purchase of new equipment.
67-2-205. Federal aid eligibility.

Part 3 — State Airports

67-2-301. State airports — acquisition.
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Part 4 — Intergovernmental Cooperation

67-2-401. Cooperation — federal government.
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67-2-403. Federal aid.

Part 5 — Enforcement

67-2-501. Enforcement.
67-2-502. Investigations and hearings.
67-2-503. Use of reports.

Part 1

General Powers

67-2-101. Aeronautical powers and duties of department. (1) The department shall supervise aeronautics within this state. It shall encourage, foster, and assist in the development of aeronautics and encourage the establishment of airports and other air navigation facilities.

(2) The department shall cooperate with and assist the federal government, the political subdivisions of this state, and others engaged in aeronautics or the promotion of aeronautics and shall coordinate the aeronautical activities of these bodies.

(3) The department may designate, design, and establish, expand, or modify a state airways system which will best serve the interests of the state. It may chart that airways system and arrange for publication and distribution of maps, charts, notices, and bulletins relating to the airways which may be required in the public interest. The system shall be supplementary to and coordinated in design and operation with the federal airways system. It may include all types of air navigation facilities, but the facilities must conform to federal safety standards.

(4) The department may draft and recommend necessary legislation to advance the interests of the state in aeronautics and represent the state in aeronautical matters before federal agencies and other state agencies.

(5) The department may participate as party plaintiff or defendant or as intervenor on behalf of the state or a municipality or citizen in a controversy involving any claimed encroachment by the federal government or any foreign state upon state or individual rights pertaining to aeronautics.

(6) The department may use the facilities and services of other agencies of the state when reasonably available.

(7) The department may enter into any contracts necessary to the execution of the powers granted the department by this title.

(8) The department shall grant no exclusive right for the use of an airway, airport, restricted landing area, or other air navigation facility under its jurisdiction. This subsection does not prevent the making of leases in accordance with other provisions of this title.

History: En. Sec. 7, Ch. 152, L. 1945; amd. Sec. 4, Ch. 348, L. 1974; R.C.M. 1947, 1-204.

67-2-102. Rules, orders, and standards. (1) The department may perform acts; issue and amend orders; adopt reasonable, general, or special rules; and establish minimum standards, consistent with this title, as it considers necessary to:

(a) carry out this title;

(b) perform its duties for the purpose of protecting and ensuring the general public interest and safety, the safety of persons receiving instruction concerning (or operating, using, or traveling in) aircraft, and of persons and property on land or water; and

(c) develop and promote aeronautics in this state.

(2) All rules prescribed by the department under this title shall be kept in conformity, as nearly as may be, with the then-current federal legislation governing aeronautics and the rules and standards adopted or issued under federal legislation.

History: En. 1-204.2 by Sec. 6, Ch. 348, L. 1974; R.C.M. 1947, 1-204.2.

Part 2

State Aircraft

67-2-201. Department as custodian of state airplanes. The department is hereby designated the custodian of all airplanes owned or leased by the state of Montana or its boards, commissions, or agencies.

History: En. 1-1101 by Sec. 1, Ch. 378, L. 1974; amd. Sec. 4, Ch. 213, L. 1975; amd. Sec. 9, Ch. 232, L. 1977; R.C.M. 1947, 1-1101.

67-2-202. Rules enforcement. The department is hereby delegated the power and authority to:

(1) formulate and enforce reasonable rules governing the use and operation of all airplanes under control of the division;

(2) encourage and coordinate use of such airplanes by individual state agencies (an agency for which an aircraft has been specially equipped or modified shall have priority for the use of such aircraft);

(3) charge the individual state agencies using the airplanes the estimated costs for administration, operation, maintenance, service, storage, and replacement;

(4) establish a capital fund for new and replacement equipment using that portion of the money paid by individual state agencies for the use of the airplanes; and

(5) place any surplus resulting from use charges into the capital fund.

History: En. 1-1102 by Sec. 2, Ch. 378, L. 1974; amd. Sec. 5, Ch. 213, L. 1975; R.C.M. 1947, 1-1102.

67-2-203. Operational deficit. Any deficit resulting from the operation of the airplanes by the department shall be provided for in the state's general fund budget as determined by legislative action.

History: En. 1-1103 by Sec. 3, Ch. 378, L. 1974; amd. Sec. 6, Ch. 213, L. 1975; R.C.M. 1947, 1-1103.

67-2-204. Purchase of new equipment. New equipment as authorized by legislative action shall be purchased with the capital fund. Additional funds for such purchases may be provided for in the state's general fund budget.

History: En. 1-1104 by Sec. 4, Ch. 378, L. 1974; R.C.M. 1947, 1-1104.

67-2-205. Federal aid eligibility. If any provision of this part impairs or jeopardizes the ability of a state agency to accept and expend federal funds, that provision shall be considered invalid as to that agency.

History: En. 1-1105 by Sec. 5, Ch. 378, L. 1974; R.C.M. 1947, 1-1105(part).

Part 3

State Airports

67-2-301. State airports — acquisition. (1) The department may, on behalf of and in the name of this state:

(a) acquire real or personal property by purchase, gift, devise, lease, condemnation proceedings, or otherwise for the purpose of establishing and constructing airports, restricted landing areas, and other air navigation facilities;

(b) acquire in like manner, own, control, establish, construct, enlarge, improve, maintain, equip, operate, regulate, and police airports, restricted landing areas, and other air navigation facilities either within or outside this state;

(c) prior to acquisition, make investigations, surveys, and plans;

(d) erect, install, construct, and maintain facilities at those airports for the servicing of aircraft and for the comfort and accommodation of air travelers; and

(e) dispose of any property, airport, restricted landing area, or any other air navigation facility by sale, lease, or otherwise in accordance with the laws of this state governing the disposition of other like property of the state.

(2) The department may not, however, acquire or take over an airport, restricted landing area, or other air navigation facility owned or controlled by a

municipality of this state without the consent of the municipality. The department may erect, equip, operate, and maintain on an airport, buildings and equipment necessary and proper to establish, maintain, and conduct the airport and air navigation facilities connected with it.

(3) Where necessary, in order to provide unobstructed air space for the landing and taking off of aircraft utilizing airports and restricted landing areas acquired or operated under the provisions of this title, the department may acquire, in the manner provided for the acquisition of property for airport purposes, easements through or other interests in air space over land or water, interests in airport hazards outside the boundaries of the airports or restricted landing areas, and such other airport protection privileges as are necessary to ensure safe approaches to the landing areas of airports and restricted landing areas and the safe and efficient operation of them. The department may also acquire in the same manner the right or easement, for a term of years or perpetually, to place or maintain suitable marks for the daytime marking and suitable lights for the nighttime marking of airport hazards, including the right of ingress and egress to or from the airport hazards for the purpose of maintaining and repairing the lights and marks. This authority does not limit the right, power, or authority of the state or a municipality to zone property adjacent to an airport or restricted landing area pursuant to a law of this state.

(4) The department may engage in all those activities jointly with the United States, other states, and with municipalities or other agencies of this state.

(5) For the purpose of acquiring any property which it is authorized to acquire, the department may exercise the right of eminent domain, in the name of the state, in the manner provided by the laws of this state for the acquisition of real property for public purposes. The acquisition of property for any of those purposes is a public use.

History: En. Sec. 19, Ch. 152, L. 1945; amd. Sec. 35, Ch. 348, L. 1974; amd. Sec. 1, Ch. 232, L. 1977; R.C.M. 1947, 1-401(1) thru (5).

67-2-302. State airports — operation. (1) The department may:

(a) lease, for a term not exceeding 10 years, airports or other air navigation facilities or real property acquired or set apart for airport purposes to private parties, a municipal or state government or the national government, or a department of either of them, for operation;

(b) lease or assign, for a term not exceeding 10 years, space, area, improvements, or equipment on those airports to private parties, a municipal or state government or the national government, or a department of either for operation or use consistent with the purposes of this title;

(c) sell any part of those airports, other air navigation facilities, or real property to a municipal or state government or to the United States or a department or instrumentality thereof for aeronautical purposes or purposes incidental thereto; and

(d) confer the privilege of concessions for supplying goods, commodities, things, services, and facilities upon the premises of those airports. However, in so doing the public may not be deprived of its rightful, equal, and uniform use thereof.

(2) It may determine the charges or rental for the use of state airports, the charges for service or accommodations under its control, and the terms and conditions under which the properties may be used. However, the public may not be deprived of its rightful, equal, and uniform use of the property. Charges shall be reasonable and uniform for the same class of service and established with due regard to the property and improvements used and the expenses of operation to the state.

(3) The state has, and the department may enforce, agisters' liens as provided by law for repair, improvement, storage, or care of any personal property.

History: En. Sec. 19, Ch. 152, L. 1945; amd. Sec. 35, Ch. 348, L. 1974; amd. Sec. 1, Ch. 232, L. 1977; R.C.M. 1947, 1-401(6), (7).

Part 4

Intergovernmental Cooperation

67-2-401. Cooperation — federal government. (1) The department may confer with or hold joint hearings with any federal aeronautical agency in connection with any matter arising under this title or relating to the sound development of aeronautics and may avail itself of the cooperation, services, records, and facilities of federal agencies, as fully as practicable, in the administration and enforcement of this title. It shall reciprocate by furnishing to the federal agencies its cooperation, services, records, and facilities to the extent practicable.

(2) It shall report to the appropriate federal agency all accidents in aeronautics in this state of which it is informed and preserve, protect, and prevent the removal of the component parts of any aircraft involved in an accident being investigated by it until a federal agency begins an investigation. It shall report to the appropriate federal agency all refusals by it to register federal licenses, certificates, or permits; all revocations of certificates of registration; the reasons for its action; and all penalties of which it has knowledge imposed upon airmen for violations of the laws of this state relating to aeronautics or for violations of the rules or orders of the department.

History: En. 1-204.1 by Sec. 5, Ch. 348, L. 1974; R.C.M. 1947, 1-204.1.

67-2-402. Cooperation — municipalities. (1) The department may offer its engineering or other technical services, without charge, to a municipality desiring them in connection with the construction, maintenance, or operation or proposed construction, maintenance, or operation of an airport or restricted landing area.

(2) The department may render assistance in the acquisition, development, operation, or maintenance of airports owned, controlled, or operated by municipalities in this state out of appropriations made by the legislature for that purpose.

(3) Municipalities may cooperate with the department in the development of aeronautics and aeronautic facilities in this state.

History: En. 1-204.3 by Sec. 7, Ch. 348, L. 1974; R.C.M. 1947, 1-204.3.

67-2-403. Federal aid. (1) The department may cooperate with the government of the United States and any agency or department thereof in the acquisition, construction, improvement, maintenance, and operation of airports and other air navigation facilities in this state and may comply with the laws of the United States and any regulations made under those laws for the expenditure of federal moneys upon airports and other navigation facilities.

(2) The department may accept, receive, and receipt for federal moneys and other moneys, either public or private, for and in behalf of this state or a municipality of this state, for the acquisition, construction, improvement, maintenance, and operation of airports and other air navigation facilities, whether the work is to be done by the state or by the municipalities or jointly, aided by grants of aid from the United States upon terms and conditions prescribed by the laws of the United States and any rules made under them. The department may act as agent of a municipality of this state upon the request of the municipality in accepting, receiving, and receipting for moneys in its behalf for airports or other air navigation facility purposes and in contracting for the acquisition, construction, improvement, maintenance, or operation of airports or other air navigation facilities financed either in whole or in part by federal moneys. The governing body of a municipality may designate the department as its agent for those purposes and enter into an

agreement with it prescribing the terms and conditions of the agency in accordance with federal laws and rules. Moneys paid by the United States government shall be retained by the state or paid to the municipalities under terms and conditions imposed by the United States government in making the grants.

(3) All contracts for the acquisition, construction, improvement, maintenance, and operation of airports or other air navigation facilities made by the department, either as the agent of this state or as the agent of a municipality, shall be made under the laws of this state governing the making of like contracts by the state or by municipalities. However, where the acquisition, construction, improvement, maintenance, and operation of an airport, landing strip, or other air navigation facility is financed wholly or partially with federal moneys, the department, as agent of the state or of a municipality of the state, may let contracts in the manner prescribed by the federal authorities, acting under the laws of the United States and any rules made under them.

(4) All moneys accepted for disbursement by the department under subsection (2) of this section shall be deposited in the state treasury and, unless otherwise prescribed by the authority from which the money is received, kept in separate funds, designated according to the purposes for which the moneys were made available, and held by the state in trust for those purposes. All those moneys are appropriated for the purposes for which they were made available, to be spent in accordance with federal laws and regulations and with this title. The department may, whether acting for this state or as the agent of any of its municipalities or when requested by the United States government or an agency or department of the United States, disburse the moneys for the designated purposes, but this does not preclude any other authorized method of disbursement.

History: En. Sec. 8, Ch. 152, L. 1945; amd. Sec. 9, Ch. 348, L. 1974; R.C.M. 1947, 1-205.

Part 5

Enforcement

67-2-501. Enforcement. The department and every state, county, and municipal officer charged with the enforcement of state or municipal laws shall enforce and assist in the enforcement of this title and of all rules adopted under it and of all other laws of this state relating to aeronautics. In the aid of that enforcement, the department possesses general police powers. The department may also, in the name of the state, enforce this title and the rules adopted under it by injunction in the courts of this state.

History: En. 1-204.4 by Sec. 8, Ch. 348, L. 1974; R.C.M. 1947, 1-204.4(1).

67-2-502. Investigations and hearings. The department may hold investigations, inquiries, and hearings concerning matters covered by this title, by its orders and rules, and concerning accidents in aeronautics within this state. An officer or employee of the department designated to hold an investigation or hearing may administer oaths and affirmations; certify official acts; issue subpoenas; and compel the attendance and testimony of witnesses and the production of papers, books, and documents. In case of failure to comply with a subpoena or order issued under this title, the department may invoke the aid of a state court of general jurisdiction. The court may then order the witness to comply with the requirements of the subpoena or order or to give evidence pertaining to the matter in question. A failure to obey the order of the court may be punished as a contempt.

History: En. 1-204.4 by Sec. 8, Ch. 348, L. 1974; R.C.M. 1947, 1-204.4(2).

67-2-503. Use of reports. The reports of investigations or hearings may not be admitted in evidence or used for any purpose in any suit, action, or proceedings growing out of a matter referred to in the investigation, hearing, or report, except in case of criminal or other proceedings instituted in behalf of the department or this state under this title and other laws of this state relating to aeronautics. An officer or employee of the department may not be required to testify to any facts ascertained in or information gained by reason of his official capacity or be required to testify as an expert witness in a suit, action, or proceeding involving an aircraft. The department may, in its discretion, make available to appropriate federal and state agencies information and material developed in the course of its hearings and investigations.

History: En. 1-204.4 by Sec. 8, Ch. 348, L. 1974; R.C.M. 1947, 1-204.4(3).

CHAPTER 3

REGULATION AND LICENSING

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Section

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Part 1

General Provisions

67-3-101. Regulation and licensing — general provisions. In order to promote the general public interest and safety and to carry out the purposes of this title, the department may:

(1) require the annual registration of federal licenses, permits, or certificates of civil aircraft engaged in air navigation within this state, of airmen engaged in aeronautics within this state, and of aeronautics instructors giving instruction in flying subjects and may issue certificates of registration. The certificates of registration constitute licenses of the aircraft, airmen, and instructors for operations within this state to the extent permitted by the federal licenses, certificates, or permits so registered. The department may charge a fee for the registration of each federal license, certificate, or permit not exceeding $1. It may accept as evidence of the holding of a federal license, certificate, or permit the verified application of the owner of the aircraft, the airman, or the instructor. The application shall contain information which the department may by rule or order prescribe.

(2) register aircraft repair shops, aircraft, aircraft parts and sales dealers, and other persons operating in aviation and license aircraft repair shops, aircraft, aircraft parts and dealers, and other persons operating in aviation, air schools, and aeronautics instructors giving instruction in ground subjects, in accordance with rules to be adopted by the department, and may annually renew these licenses. It may charge for the original licensing of aircraft repair shops, aircraft, aircraft parts and sales dealers, and other persons operating in aviation, air schools, and aeronautics instructors not more than $1 and for the renewal of a license not more than $1.

(3) approve airport and restricted landing area sites and license airports, restricted landing areas, or other air navigation facilities, in accordance with rules adopted by the department, and may annually renew these licenses. Licenses granted under this section or under any prior law shall be annually renewed upon payment of the fee. The department may not charge for approving certificates of proposed property acquisition for airport or restricted landing area purposes. It may charge for the issuance and annual renewal of each license for an airport or restricted landing area not to exceed $1.

(4) upon notification by the civil aeronautics authority that it has revoked the license or certificate of an aircraft, airman, air school, or aeronautics instructor, temporarily or permanently revoke the license or certificate of registration issued for that aircraft, airman, air school, or aeronautics instructor, giving reasons for the action.

History: En. Sec. 9, Ch. 152, L. 1945; amd. Sec. 10, Ch. 348, L. 1974; R.C.M. 1947, 1-301(1).

67-3-102. Exceptions. The provisions of subsections (2) and (4) of 67-3-101 do not apply to:

(1) an aircraft which has been licensed by a foreign country with which the United States has a reciprocal agreement covering the operations of that licensed aircraft;

(2) an aircraft which is owned by a nonresident of this state who is lawfully entitled to operate the aircraft in the state of his residence;
(3) an aircraft engaged principally in commercial flying constituting an act of interstate or foreign commerce;
(4) an airman operating military or public aircraft or an aircraft licensed by a foreign country with which the United States has a reciprocal agreement covering the operation of that licensed aircraft;
(5) a person operating model aircraft or a person piloting an aircraft which is equipped with fully functioning dual controls when a licensed instructor is in full charge of one set of the controls and the flight is solely for instruction or for the demonstration of the aircraft to a prospective purchaser;
(6) a nonresident operating aircraft in this state who is lawfully entitled to operate aircraft in the state of residence;
(7) an airman while operating or taking part in the operation of an aircraft engaged principally in commercial flying constituting an act of interstate or foreign commerce.

History: En. Sec. 9, Ch. 152, L. 1945; amd. Sec. 10, Ch. 348, L. 1974; R.C.M. 1947, 1-301(3).

67-3-103. Licenses and certificates — exhibition. (1) The federal license, certificate, or permit and the evidence of registration in this or another state, if any, required for an airman shall be kept in the personal possession of the airman when he is operating within this state and must be presented for inspection upon the demand of a passenger, a peace officer of this state, an authorized official or employee of the department, or an official, manager, or person in charge of an airport in this state upon which he lands or upon the reasonable request of any other person.

(2) The federal aircraft license, certificate, or permit and the evidence of registration in this or another state, if any, required for aircraft must be carried in every aircraft operating in this state at all times and must be conspicuously posted in the aircraft where they may readily be seen by passengers or inspectors and must be presented for inspection upon demand of a passenger, a peace officer of this state, an authorized official or employee of the department, or an official, manager, or person in charge of an airport in this state upon which it lands or upon the reasonable request of any person.

History: En. Sec. 10, Ch. 152, L. 1945; amd. Sec. 11, Ch. 348, L. 1974; R.C.M. 1947, 1-302.

67-3-104. Department orders. (1) The department shall set forth its reasons for its action and shall state the requirements to be met before approval will be given, registration permitted, license granted, or order modified or changed before it:
(a) refuses to issue a certificate of approval, issue a license, or renew a license for an airport, restricted landing area, or other air navigation facility;
(b) refuses to permit the registration of a license, certificate, or permit;
(c) refuses to grant a license to an air school or to an aeronautics instructor in ground subjects; or
(d) issues an order requiring certain things to be done or revoking a license or certificate.

(2) An order made by the department under this title shall be served upon the interested persons by registered or certified mail or in person.

(3) (a) A person aggrieved by an order of the department or by the granting or denial of a license, certificate, or registration may, within 10 days after receiving notice of the department's order or action, appeal from the order or action to the

district court of the county in which the person resides or the county in which any property affected by the order or action is located.

(b) The appellant shall file with the clerk of the district court to which the appeal is taken a notice of appeal which shall state the substance of the order or action appealed from, the date of the order or action, and that the person appeals to the court from it.

(c) The appellant shall serve a copy of the notice of appeal upon the department. The order of filing and service is immaterial.

(d) The appeal shall be heard not less than 10 days or more than 30 days after the filing of the notice of appeal unless the judge, for sufficient cause resulting from press of business or other reason, is unable to hear the appeal within that time. In that event, the hearing may be deferred until it can be heard by the court. The appeal may be heard without formal pleadings.

History: En. Sec. 18, Ch. 152, L. 1945; amd. Sec. 17, Ch. 348, L. 1974; R.C.M. 1947, 1-310(part).

67-3-105. Inspection powers. A person charged with the duty of enforcing this title may inspect and examine at reasonable hours any premises, buildings, or other structures where airports, restricted landing areas, air schools, flying clubs, or other air navigation facilities or aeronautical activities are operated or carried on.

History: En. Sec. 18, Ch. 152, L. 1945; amd. Sec. 17, Ch. 348, L. 1974; R.C.M. 1947, 1-310(part).

Part 2

Aircraft, Airman, and Instructor Licensing

67-3-201. Aircraft registration and licensing. (1) Except as provided in 67-3-102, a person may not operate or cause or authorize to be operated a civil aircraft within this state unless the aircraft has an appropriate effective license, certificate, or permit issued by the United States government which has been registered with the department and the registration with the department is in force.

(2) Aircraft customarily kept in this state shall be registered with the department, which may charge a fee therefor of not more than $10. The registration shall be renewed annually on or before March 1 each year.

(3) Section 67-3-202 and subsections (2) through (6) of this section shall not apply to:

(a) aircraft owned and operated by the federal government, the state, or any political subdivision thereof;

(b) aircraft owned and held by an aircraft dealer solely for the purpose of resale;

(c) aircraft operated by an airline company and regularly scheduled for the primary purpose of carrying persons or property for hire in interstate or international transportation; or

(d) dismantled or otherwise nonflyable aircraft.

(4) An aircraft shall be registered as property within a particular county of the state. This county shall be the county of the owner's principal residence, if the owner is a natural person, or the owner's principal place of doing business in the state, if the owner is not a natural person. However, if the owner declares by affidavit that the aircraft is customarily kept at a landing facility in another county within the state, he may register the aircraft as property within such other county.

(5) All aircraft shall be subject to all state, county, and school district tax levies and all other levies designated for aircraft- or airport-related uses. Such aircraft shall not be liable for other city tax levies.

(6) Aircraft not registered in the state but entering the state to engage in commercial operations shall be registered prior to commencing operation.

History: (1)En. Sec. 9, Ch. 152, L. 1945; amd. Sec. 10, Ch. 348, L. 1974; Sec. 1-301, R.C.M. 1947; (2) thru (6)En. 1-325 by Sec. 1, Ch. 542, L. 1975; amd. Sec. 1, Ch. 213, L. 1975; amd. Sec. 1, Ch. 210, L. 1977; Sec. 1-325, R.C.M. 1947; R.C.M. 1947, 1-301(part), 1-325.

67-3-202. Penalty for registration violations. (1) When an aircraft required to be registered under the provisions of subsections (2) through (6) of 67-3-201 is not registered on or before March 1 of the current calendar year, a penalty fee of $100 shall be added to the registration fee and collected. Registration of an aircraft in the name of the applicant for the year immediately preceding the year for which application for registration is made shall be prima facie evidence that the aircraft has been based in this state during the year for which application for registration is made.

(2) An application for registration shall be accompanied by a copy of the receipt for or statement of personal property tax paid, signed by the treasurer of the county where the aircraft is registered or a statement of lien assignment against real property signed by the county assessor where the aircraft is registered. A person who pays personal property tax on his aircraft to any jurisdiction other than the county where the aircraft is required to be registered is liable for the tax in that county without credit for such other taxes paid. In addition to this civil liability, a person who attempts to establish the situs of his aircraft in any jurisdiction other than the county where the aircraft is required to be registered with intent to avoid payment of taxes to that county commits the offense of false swearing as defined in 45-7-202.

(3) A person who operates an aircraft required to be registered in the state without having displayed upon such aircraft a certificate of registration issued by the department for that aircraft commits a misdemeanor.

History: En. 1-326 by Sec. 2, Ch. 542, L. 1975; amd. Sec. 1, Ch. 213, L. 1975; amd. Sec. 2, Ch. 210, L. 1977; R.C.M. 1947, 1-326.

67-3-203 through 67-3-210 reserved.

67-3-211. Airman licensing. Except as provided in 67-3-102, a person may not engage in aeronautics as an airman in this state unless he has from the department an effective certificate of registration of an appropriate effective airman's license, certificate, or permit issued by the United States government authorizing him to engage in the particular class of aeronautics in which he is engaged.

History: En. Sec. 9, Ch. 152, L. 1945; amd. Sec. 10, Ch. 348, L. 1974; R.C.M. 1947, 1-301(part).

67-3-212 through 67-3-220 reserved.

67-3-221. Air instructor license or certificate. It is unlawful for a person to operate an air school or to give instructions in flying or ground subjects in this state unless that person, if an air school or aeronautics instructor in ground subjects, is the holder of an annual license issued by the department or, if an aeronautics instructor in flying subjects, has an appropriate effective license, certificate, or permit issued by the United States government authorizing him to engage in the particular class of flight instruction in which he is engaged, which has been registered with the department, and the registration with the department is in full force.

History: En. Sec. 11, Ch. 152, L. 1945; amd. Sec. 12, Ch. 348, L. 1974; R.C.M. 1947, 1-303.

Part 3

Airport Licensing

67-3-301. Licensing — airports and other air navigation facilities. All proposed airports, restricted landing areas, and other air navigation facilities shall be first licensed by the department before they are used or operated. A municipality or person acquiring property for the purpose of constructing or establishing an airport or restricted landing area shall, prior to that acquisition, apply to the department for a certificate of approval of the site selected and the general purpose for which the property is to be acquired to ensure that the property and its use conform to minimum standards of safety and serve the public interest. It is unlawful for a municipality or an officer or employee of it or for any person to operate an airport, restricted landing area, or other air navigation facility for which an annual license has not been issued by the department.

History: En. Sec. 12, Ch. 152, L. 1945; amd. Sec. 13, Ch. 348, L. 1974; R.C.M. 1947, 1-304.

67-3-302. Applications for certificates and licenses — hearings. (1) When the department makes an order granting or denying a certificate of approval of an airport or a restricted landing area or an original license to use or operate an airport, restricted landing area, or other air navigation facility, and the applicant or any interested municipality, within 15 days after notice of the order has been sent to the applicant by registered or certified mail, demands a public hearing or when the department desires to hold a public hearing before making the order, a public hearing in relation to its action shall be held in the municipality applying for the certificate of approval or license or, in case the application was made by anyone other than a municipality, at the county seat of the county in which the proposed airport, restricted landing area, or other air navigation facility is proposed to be situated. At the hearing parties in interest and other persons shall have an opportunity to be heard.

(2) Notice of the hearing shall be published by the department at least twice in a newspaper of general circulation in the county in which the hearing is to be held, the first publication to be at least 15 days prior to the date of hearing.

(3) After a proper and timely demand has been made, the order shall be stayed until after the hearing, when the department may affirm, modify, or reverse it, or make a new order. If no hearing is demanded as provided in this section, the order becomes effective upon the expiration of the time permitted for making a demand.

(4) Where a certificate of approval of an airport or restricted landing area has been issued by the department, it may grant a license for operation and use and no hearing may be demanded.

History: En. Sec. 13, Ch. 152, L. 1945; amd. Sec. 14, Ch. 348, L. 1974; R.C.M. 1947, 1-305.

67-3-303. Standards — certificates and licenses. In determining whether to issue a certificate of approval or license for the use or operation of a proposed airport or restricted landing area, the department shall take into consideration its proposed location, size, and layout; the relationship of the proposed airport or restricted landing area to a comprehensive plan for statewide and nationwide development; whether there are safe areas available for expansion purposes; whether the adjoining area is free from obstructions based on a proper glide ratio; the nature of the terrain; the nature of the uses to which the proposed airport or restricted landing area will be put; and the possibilities for future development.

History: En. Sec. 14, Ch. 152, L. 1945; amd. Sec. 15, Ch. 348, L. 1974; R.C.M. 1947, 1-306.

67-3-304. Revocation of license or certificate. The department may temporarily or permanently revoke a certificate of approval or license issued by it when it determines that an airport, restricted landing area, or other navigation facilities are not being maintained or used in accordance with the provisions of this title and the rules adopted under it.

History: En. Sec. 16, Ch. 152, L. 1945; amd. Sec. 16, Ch. 348, L. 1974; R.C.M. 1947, 1-308.

67-3-305. Personal use exceptions. The provisions of 67-3-301, 67-3-302, and 67-3-303 shall not apply to restricted landing areas designed for personal use.

History: En. Sec. 15, Ch. 152, L. 1945; R.C.M. 1947, 1-307.

67-3-306. Federal government exceptions. The provisions of 67-3-301, 67-3-302, 67-3-303, and 67-3-305 shall not apply to any airport, restricted landing area, or other air navigation facility owned or operated by the federal government within this state.

History: En. Sec. 17, Ch. 152, L. 1945; R.C.M. 1947, 1-309.

Part 4

Air Operators and Air Carriers

67-3-401. Commercial air operators — insurance. The department shall require every commercial air operator to procure and continue in effect, as long as the commercial air operator continues to offer its services for compensation, adequate protection against liability imposed by law upon a commercial air operator for the payment of damages for personal bodily injuries, including death resulting from those injuries, and property damage as a result of an accident.

History: En. Sec. 4, Ch. 122, L. 1967; amd. Sec. 19, Ch. 348, L. 1974; R.C.M. 1947, 1-314.

67-3-402. Amount of insurance. The department, after a public hearing, shall set the amount of liability insurance, required by 67-3-401, which is reasonably necessary to provide adequate compensation for damage incurred through an accident involving a commercial air operator.

History: En. Sec. 5, Ch. 122, L. 1967; amd. Sec. 20, Ch. 348, L. 1974; R.C.M. 1947, 1-315.

67-3-403. Evidence of insurance. (1) The protection required under 67-3-401, covering each aircraft used or to be used in commercial operations for compensation, shall be evidenced by providing one of the following to the department:

(a) a copy of the policy of insurance issued by a company authorized to write the insurance in the state;

(b) a bond of a surety company authorized to write surety bonds in the state; or

(c) evidence of the qualification of the commercial air operator as a self-insurer as may be authorized by the department.

(2) With the consent of the department, a copy of an insurance policy, certified by the company issuing it to be a true copy of the original policy, a photostatic copy of the original policy, an abstract of the provisions of the policy, or a certificate of insurance issued by the company issuing the policy may be filed with the department instead of the original or a duplicate or counterpart of the policy.

(3) The department may accept policies of insurance written by unauthorized insurers if the policies of insurance meet the rules adopted by the department.

History: En. Sec. 6, Ch. 122, L. 1967; amd. Sec. 21, Ch. 348, L. 1974; R.C.M. 1947, 1-316.

67-3-404. Continuation of insurance — notice upon cancellation. The protection against liability shall be continued in effect as long as the commercial air operator continues to offer his services for compensation. The policy of insurance or surety bond shall not be cancelable on less than 30 days' written notice to the department, except in the event of cessation of operations as a commercial air operator.

History: En. Sec. 8, Ch. 122, L. 1967; amd. Sec. 22, Ch. 348, L. 1974; R.C.M. 1947, 1-318.

67-3-405. Violations. A commercial air operator who knowingly refuses or fails to procure protection against liability as required by 67-3-401 is guilty of a misdemeanor, and each day during which that commercial air operator continues in default constitutes a separate offense.

History: En. Sec. 10, Ch. 122, L. 1967; amd. Sec. 24, Ch. 348, L. 1974; R.C.M. 1947, 1-320.

67-3-406 through 67-3-420 reserved.

67-3-421. Regulatory powers of board of aeronautics. The board may:

(1) supervise and regulate every air carrier in those matters affecting ticketing, flight reservations, passenger baggage, advertising, passenger convenience and comfort, and transportation of freight;

(2) after notice to all interested parties and the public and after hearing, fix the rates, fares, charges, classifications, and rules of each carrier;

(3) regulate the accounts of each carrier and require the filing of annual and other reports and of other data by the carriers;

(4) by general order or otherwise, adopt rules applicable to all air carriers. The board, in the exercise of the jurisdiction conferred upon it, may make orders and adopt rules affecting air carriers, notwithstanding the provisions of any ordinance or permit of a town, city, city and county, or county, and in case of conflict the order or rule of the board prevails.

History: En. Sec. 2, Ch. 171, L. 1967; amd. Sec. 27, Ch. 348, L. 1974; R.C.M. 1947, 1-323(1).

67-3-422. Issuance of certificates of public convenience and necessity. (1) No air carrier may engage in an operation in this state without first obtaining from the board a certificate of public convenience and necessity authorizing the operation.

(2) An applicant shall submit his written verified application to the board. The application shall be in a form, contain the information, and be accompanied by proof of service upon all air carriers with which the proposed service is likely to compete and upon other interested parties, as the board requires. Each application shall be accompanied by a fee of $150.

(3) In awarding certificates of public convenience and necessity, the board shall consider the business experience of the particular air carrier in the field of air operations, the financial stability of the carrier, the insurance coverage of the carrier, the type of aircraft which the carrier would employ, proposed routes and minimum schedules to be established, whether the carrier could economically give adequate

service to the communities involved, the need for the service, and any other factors which may affect the public interest.

(4) After notice to the interested parties and the public and after hearing, the board may:

(a) issue the certificate requested;

(b) refuse to issue the certificate;

(c) issue the certificate for the partial exercise only of the privilege sought.

(5) The board may attach terms and conditions to the exercise of the rights granted by the certificate as, in its judgment, the public convenience and necessity require.

History: En. 1-323.1 by Sec. 28, Ch. 348, L. 1974; R.C.M. 1947, 1-323.1.

67-3-423. Transfer and combination of certificates of public convenience and necessity. (1) The holder of a certificate of public convenience and necessity must apply to the board for permission to sell, mortgage, lease, assign, transfer, or otherwise encumber a certificate. A fee of $150 shall be paid to the department for filing each application to sell, mortgage, lease, assign, transfer, or otherwise encumber a certificate.

(2) The board may, after notice and hearing, approve the application or refuse to approve it and may approve it under those terms and conditions which, in its judgment, the public convenience and necessity require.

(3) Without the express approval of the board, no certificate of public convenience and necessity issued to one air carrier may be combined, united, or consolidated with a certificate issued to or possessed by another carrier so as to permit through service between any point served by one carrier and any point served by the other carrier.

History: En. 1-323.2 by Sec. 29, Ch. 348, L. 1974; R.C.M. 1947, 1-323.2.

67-3-424. Suspension — amendment — revocation. (1) Upon a finding of an agency of the federal government that an air carrier is operating in violation of a federal safety law or regulation, the board may suspend and the department shall enforce the suspension of certificates of public convenience and necessity issued by the board.

(2) For any other good cause, the board may, upon notice to the holder of a certificate and opportunity to be heard, suspend, revoke, alter, or amend a certificate.

History: En. 1-323.3 by Sec. 30, Ch. 348, L. 1974; R.C.M. 1947, 1-323.3.

67-3-425. Establishment of rates — discontinuance of service. (1) An air carrier may, upon prior written approval from the board, after notice to all interested parties and the public and after hearing, establish through rates and joint rates, charges, and classifications between all points served by it under certificates or operative rights issued to or possessed by it.

(2) No air carrier may discontinue operations to a point without authority of the board, unless the operations are unprofitable. Unprofitable operations may be discontinued upon 30 days' notice to the board and to other persons the board may require, unless within the 30-day period the board, after hearing, finds that the operation is not unprofitable and orders its continuance.

History: En. 1-323.4 by Sec. 31, Ch. 348, L. 1974; R.C.M. 1947, 1-323.4.

67-3-426. Board may require insurance. The board may, upon its motion or upon application of an interested party and after hearing, require an air carrier to procure and maintain insurance in amounts and upon terms as the board may determine. The board may suspend the certificate of an air carrier for failure to comply with the insurance regulations established under this section.

History: **En. 1-323.5 by Sec. 32, Ch. 348, L. 1974; R.C.M. 1947, 1-323.5.**

67-3-427. Enforcement, appeals, and judicial determinations. (1) When a complaint has been filed with the board alleging that an aircraft is being operated without a certificate of public convenience and necessity or when the board believes that 67-3-421 through 67-3-429 are being violated, the board shall investigate the operations and may, after a hearing, make its order requiring the operator of the aircraft to stop an operation in violation of this section. The department shall enforce compliance with the order by means of powers vested in it by law.

(2) The district court has jurisdiction to enforce, by proper decree, injunction, or order, the rates, classifications, rules, and orders made by the board. The proceeding shall be by equitable action in the name of the state and shall be instituted by the attorney general or county attorney when advised by the department that an air carrier is violating or refusing to comply with a rule, order, rate, or classification made by the board and applicable to that air carrier. The proceedings shall have precedence over all other business in the district courts except criminal business.

(3) In an action the burden of proof rests upon the defendant, who must show by clear and satisfactory evidence that the rule, order, rate, or classification involved is unreasonable and unjust. If the court decides that the rule, order, rate, or classification is not unreasonable or unjust and that in refusing compliance the air carrier is failing to fulfill a duty, debt, or obligation, the court shall decree a mandatory and permanent injunction compelling compliance with the rule, order, rate, or classification by the defendant and its officers, agents, servants, and employees and may grant other relief which may be considered just and proper. A violation of the decree makes the defendant and officer, agent, servant, or employee of the defendant who is in any manner instrumental in the violation guilty of contempt, punishable by a fine not exceeding $1,000 for each offense or by imprisonment of that person until he sufficiently purges himself. The decree remains in effect until the rule, order, rate, or classification is modified or vacated by the board.

(4) An air carrier may bring an action in the district court of the county where the principal office or place of business is situated or in a county where a classification, rate, toll, charge, rule, or order of the board applies, against the board as defendant to determine whether the classification, rate, toll, charge, rule, or order made or established by the board is just and reasonable. In an action, hearing, or proceeding in any court, the classification, rate, toll, charge, rule, and order made and established by the board shall prima facie be considered just, reasonable, and proper.

(5) Appeals taken to the supreme court from the judgment of a district court under this section have precedence over all other business, except criminal business and original proceedings in that court, and shall be heard and determined as are appeals in civil actions.

(6) All costs and expenses incurred in the hearing, trial, or appeal of an action brought under this section shall be determined and assessed in a manner the court considers just and equitable.

History: **En. 1-323.6 by Sec. 33, Ch. 348, L. 1974; R.C.M. 1947, 1-323.6.**

67-3-428. Notice of regulation hearings. Notice as required by 67-3-421 through 67-3-427 shall be given by publication once a week for 3 successive weeks in a newspaper of general circulation in the county in which the hearing is to be held and by personal service by mailing to all interested parties. However, in the case of the hearings required by 67-3-421 and 67-3-425(1), if no written protest or written request that the hearing be held is received by the board within 5 days after the date of the last publication of the notice, the board may, in its discretion, vacate the hearing and establish the rates, fares, charges, classifications, and rules of the air carrier without hearing. The notice required by this section shall state that the board may vacate the hearing unless a written protest or request that the hearing be held is received by the board as required by this section.

History: En. Sec. 3, Ch. 171, L. 1967; amd. Sec. 1, Ch. 208, L. 1969; amd. Sec. 34, Ch. 348, L. 1974; R.C.M. 1947, 1-324.

67-3-429. Exceptions. (1) No air carrier may operate aircraft except in accordance with 67-3-421 through 67-3-429.

(2) Sections 67-3-421 through 67-3-429 do not apply to:

(a) common carriers of passengers or freight by aircraft which operate within this state under a certificate of public convenience and necessity issued by the federal government; or

(b) aircraft operators who carry passengers for hire, are commonly known as "taxi operators" or "charter operators", operate on an occasional or contract basis, and do not operate as common carriers between terminal points, including intermediate points, if any.

History: En. Sec. 1, Ch. 171, L. 1967; amd. Sec. 25, Ch. 348, L. 1974; R.C.M. 1947, 1-322.

CHAPTER 4

NOISE, HEIGHT, AND LAND USE REGULATION

Part 1 — General Provisions

Section
67-4-101. Legislative finding and purpose.
67-4-102. Definitions.

Part 2 — Airport Influence Areas

67-4-201. Designation of airport influence areas.
67-4-202. Temporary effect of designation.
67-4-203. Development of criteria for regulation of influence area.
67-4-204. Amendment of criteria — redesignation of influence area.
Sections 67-4-205 through 67-4-210 reserved.
67-4-211. State lands.

Part 3 — Rules, Permits, and Variances

67-4-301. Local government to adopt rules.
67-4-302. Rulemaking — notice and hearing.
67-4-303. Rules to be reasonable — prior nonconforming uses.
67-4-304. Rules relative to zoning ordinances.
Sections 67-4-305 through 67-4-310 reserved.
67-4-311. Permit system.
67-4-312. Board of adjustment.
67-4-313. Variance.
67-4-314. Conditions on permit or variance.

Part 4 — Remedies

67-4-401. Penalty.
67-4-402. Injunction.

Part 1

General Provisions

67-4-101. Legislative finding and purpose. It is hereby found that tall trees and structures and certain types of development located in the vicinity of airports endanger the lives and property of users of the airport and of occupants of land in its vicinity. It is also found that the location of tall trees and structures and certain types of development near airports reduce the area available for landing, taking off, and maneuvering aircraft and increase the likelihood of legal action against a local government for noise nuisance, thus destroying the utility of the airports and the public investment in them. It is therefore the purpose of this chapter to promote the public health, safety, and general welfare by the development of compatible noise, height, and land use regulations.

History: En. 1-724 by Sec. 1, Ch. 551, L. 1977; R.C.M. 1947, 1-724.

67-4-102. Definitions. (1) The definitions in 67-1-101 apply to this chapter.

(2) In this chapter the following definitions also apply:

(a) "Airport" means, for the purpose of this chapter, only those airports included on the national airport system plan.

(b) "Airport influence area" means all land in the proximity of an airport, the use of which may be affected by the airport's existence.

(c) "Local government" means any county or incorporated city or town having an airport influence area partially or entirely within its jurisdictional limits.

History: En. 1-725 by Sec. 2, Ch. 551, L. 1977; R.C.M. 1947, 1-725.

Part 2

Airport Influence Areas

67-4-201. Designation of airport influence areas. (1) A local government with an airport shall designate an airport influence area around the airport within 3 years from July 1, 1977. The designation shall be based on federal aviation administration rules and guidelines. However, no airport influence area may extend more than 10,000 feet out from the thresholds of the primary instrument approach runway or exceed 1 mile in width on each side of the primary instrument approach runway and its extended centerline. A public hearing shall be held by the local government following the procedure prescribed in 67-4-302.

(2) A map of the designation shall be filed with the county clerk and recorders of the affected counties and the city clerks of the affected cities and towns.

History: En. 1-726 by Sec. 3, Ch. 551, L. 1977; R.C.M. 1947, 1-726.

67-4-202. Temporary effect of designation. Upon the designation of an airport influence area, the use of land within the airport influence area shall be restricted as to height consistent with part 77, federal aeronautics regulations, until rules are adopted pursuant to this chapter. This restriction does not affect nonconforming uses and areas already zoned on July 1, 1977, and may not be imposed for a period of more than 1 year. After the designation of an airport influence area, no person may recover from a local government damages caused by noise and vibrations from normal and anticipated normal airport operations.

History: En. 1-727 by Sec. 4, Ch. 551, L. 1977; R.C.M. 1947, 1-727.

67-4-203. Development of criteria for regulation of influence area. (1) The local government shall devise criteria and guidelines for regulation of the airport influence area.

(2) The criteria and guidelines for noise regulations shall be designed to promote the public health, safety, and general welfare, and the criteria and guidelines for height and land use regulations shall be designed solely to promote the public safety. The criteria and guidelines shall, at the minimum, give reasonable consideration to, among other things:

(a) the safety of airport users and persons and property in the vicinity of the airport;

(b) the character of the flying operations conducted or expected to be conducted at the airport;

(c) the magnitude and duration of noise produced by aircraft and the number of aircraft flybys;

(d) the nature of the terrain;

(e) the future development of the airport;

(f) the views and mandates of the federal agency charged with the fostering of civil aeronautics as to the aerial surfaces necessary for safe flying operations.

History: En. 1-728 by Sec. 5, Ch. 551, L. 1977; R.C.M. 1947, 1-728.

67-4-204. Amendment of criteria — redesignation of influence area. (1) When circumstance so requires, the local government may amend the criteria and guidelines.

(2) The local government may redefine the boundaries of the influence area of an airport whenever an amendment to the criteria and guidelines so requires or whenever the airport site boundaries are altered.

History: En. 1-732 by Sec. 9, Ch. 551, L. 1977; R.C.M. 1947, 1-732.

67-4-205 through 67-4-210 reserved.

67-4-211. State lands. When an airport influence area lies partially or entirely on state-owned lands, the department of state lands shall administer the affected lands in conformance with the criteria and guidelines prescribed by the local governing body.

History: En. 1-731 by Sec. 8, Ch. 551, L. 1977; R.C.M. 1947, 1-731.

Part 3

Rules, Permits, and Variances

67-4-301. Local government to adopt rules. Within 1 year of the designation of an airport influence area, each local government affected shall adopt and provide for the administration of rules restricting the height to which structures may be erected and trees allowed to grow within the airport influence area.

History: En. 1-729 by Sec. 6, Ch. 551, L. 1977; R.C.M. 1947, 1-729.

67-4-302. Rulemaking — notice and hearing. Before a local government adopts or amends rules governing the airport influence area, it must hold a public hearing thereon. Unless otherwise specifically provided, when notice of a hearing or other official act is required by this title, the following shall apply:

(1) The notice shall be published two times with at least 7 days separating each publication. The first publication shall be no more than 21 days prior to the action and the last no less than 3 days prior to the action.

(2) The published notice shall contain:

(a) the date, time, and place at which the hearing or other action will occur;

(b) a brief statement of the action to be taken.

History: En. 1-730 by Sec. 7, Ch. 551, L. 1977; R.C.M. 1947, 1-730.

67-4-303. Rules to be reasonable — prior nonconforming uses. All rules adopted under this chapter shall be reasonable and may not require the removal or alteration of any structure or tree lawfully in existence when the rules become effective. Such uses are to be treated as prior nonconforming uses which may continue, but rules may prohibit their expansion or their reconstruction or replacement following destruction or substantial damage. Rules may further require that trees in place at the time the rules take effect be maintained by the local government, at its expense, at heights attained at that time. Land in existing residential subdivisions or platted for residential subdivision at the time rules are adopted may continue to be used for residential purposes.

History: En. 1-738 by Sec. 15, Ch. 551, L. 1977; R.C.M. 1947, 1-738.

67-4-304. Rules relative to zoning ordinances. (1) If a local government has adopted a zoning ordinance, any rules adopted under this chapter may be made a part of the zoning ordinance and may be administered and enforced in connection with it. However, the zoning ordinance may not limit the effectiveness or scope of the rules adopted pursuant to this chapter.

(2) Where a conflict exists between the rules adopted pursuant to this chapter and any zoning ordinances or resolutions applicable to the same area, the more stringent limitation or requirement shall prevail.

History: En. 1-737 by Sec. 14, Ch. 551, L. 1977; R.C.M. 1947, 1-737.

67-4-305 through 67-4-310 reserved.

67-4-311. Permit system. (1) The rules adopted pursuant to this chapter shall provide for a permit system for erecting new structures, changing uses of land or structures, and substantially altering, repairing, or replacing existing structures within the airport influence area.

(2) No material change may be made in the use of land and no structure or tree may be erected, altered, planted, or otherwise established in an airport influence area unless a permit for the use has been granted.

(3) No permit may be granted which would allow the establishment of an airport hazard or that would allow a nonconforming use, structure, or tree to become a greater hazard to air navigation than it was on the effective date of the designation of the airport influence area or any subsequent revisions to it or than it was prior to the application for a permit.

History: En. 1-734 by Sec. 11, Ch. 551, L. 1977; R.C.M. 1947, 1-734.

67-4-312. Board of adjustment. (1) All rules adopted pursuant to this chapter shall provide for a board of airport hazard adjustment consisting of five members to be appointed for terms and in the manner provided in 76-2-321 through 76-2-328.

(2) All of the provisions of 76-2-321 through 76-2-328 relating to appeals and judicial review are applicable to grievances relating to rules, variances, or permits.

(3) Where a local government has appointed a board of adjustment under the provisions of 76-2-221 through 76-2-228 or 76-2-321 through 76-2-328, the local government may designate the members of that board as the board of airport hazard adjustment required by this chapter, in which case the terms of such members for purposes of this chapter are concurrent with their terms as members of the board of adjustment.

History: En. 1-736 by Sec. 13, Ch. 551, L. 1977; R.C.M. 1947, 1-736.

67-4-313. Variance. (1) Any person desiring to erect or increase the height of a structure, permit the growth of a tree, or use his property in violation of the rules adopted pursuant to this chapter may apply to the board of airport hazard adjustment for a variance from the rules.

(2) A variance shall be granted where a literal application or enforcement of the rules would result in substantial practical difficulty or unnecessary hardship and where the variance would not be contrary to the public interest.

(3) A variance shall be granted for a nonconforming use where there is no immediate hazard to safe flying operations or persons and property in the vicinity of the airport and where the noise or vibrations from normal and anticipated normal operations of the airport would not be likely to cause structural damage.

(4) Within an airport influence area a person who obtains a variance for building a structure which is a nonconforming use under rules adopted pursuant to this chapter or a person who takes or buys property subject to such a variance is on notice that the airport existed before the variance was granted and that normal and anticipated normal operations of the airport will result in noise and vibrations being projected over the property. Furthermore, a person using a structure built under a variance may not collect damages from a local government for interference with the enjoyment of that structure caused by noise and vibrations from normal and anticipated normal airport operations.

History: En. 1-733 by Sec. 10, Ch. 551, L. 1977; R.C.M. 1947, 1-733.

67-4-314. Conditions on permit or variance. Any permit or variance granted pursuant to this chapter may require the owner of the structure or tree in question to permit the local government, at its expense, to install, operate, and maintain the lights and markers necessary to warn pilots of the presence of an airport hazard.

History: En. 1-735 by Sec. 12, Ch. 551, L. 1977; R.C.M. 1947, 1-735.

Part 4

Remedies

67-4-401. Penalty. Any person who violates any provision of this chapter or any rules adopted pursuant to it is guilty of a misdemeanor and punishable by a fine not to exceed $500, imprisonment in a county jail for a period not to exceed 6 months, or both. Each day a violation continues to exist constitutes a separate offense.

History: En. 1-739 by Sec. 16, Ch. 551, L. 1977; R.C.M. 1947, 1-739(1).

67-4-402. Injunction. A local governing body may institute in any court of competent jurisdiction an action to prevent, restrain, correct, or abate any violation of this chapter or the rules adopted under it.

History: En. 1-739 by Sec. 16, Ch. 551, L. 1977; R.C.M. 1947, 1-739(2).

CHAPTER 5

AIRPORT HAZARD REGULATION

Part 1 — General Provisions

Section
67-5-101. Purpose.
67-5-102. Exception — emergency landing strips.

Part 2 — Regulation and Restriction

67-5-201. Regulation of building heights.
67-5-202. Regulation of existing structures — power of acquisition.
67-5-203. Duty to acquire permit.
67-5-204. Restriction — lights.
Sections 67-5-205 through 67-5-210 reserved.
67-5-211. Enforcement.
67-5-212. Penalty.

Part 1

General Provisions

67-5-101. Purpose. For the purpose of ensuring safety from death or injury for aeronauts and passengers, to protect the property of those engaged in aeronautics, and to encourage and promote air travel and transportation of mail, passengers, express, and freight by air, it is considered necessary to eliminate dangerous obstructions of air space in the vicinity of airports or landing fields which may now be or which may hereafter be acquired, owned, operated, controlled, or maintained by the United States, the state of Montana or any county or municipality thereof. In order to promote the public order, health, and safety by providing unobstructed air space for the safe descent, landing, ascent, and operation of aircraft utilizing public airports in the state of Montana, the height of buildings and other structures in the vicinity of the airports and landing fields in the state of Montana owned, leased, operated, maintained, or controlled by any of those public authorities shall be regulated and restricted as hereafter provided.

History: En. Sec. 1, Ch. 12, L. 1939; amd. Sec. 3, Ch. 232, L. 1977; R.C.M. 1947, 1-701.

67-5-102. Exception — emergency landing strips. This chapter shall not apply to any landing fields or strips now established or hereafter established by the civil aeronautics authority of the United States government, known as "emergency landing strips", which do not provide at least 1,800 feet of landing area in all directions and which do not provide facilities for the housing, supply, and servicing of aircraft.

History: En. Sec. 7, Ch. 12, L. 1939; R.C.M. 1947, 1-707.

Part 2

Regulation and Restriction

67-5-201. Regulation of building heights. (1) The height of buildings and other structures shall be regulated for the purposes set forth in 67-5-101, considering among other things:

(a) requirements and facilities necessary to secure the safe descent, landing, ascent, and operation of aircraft utilizing the public airports and landing fields in the state of Montana;

(b) hazards from the obstruction of air space and the relation of the height of buildings and other structures in the vicinity of such airports and landing fields to such hazards;

(c) the area within which buildings and other structures may dangerously obstruct air space in the vicinity of public airports and landing fields and the height of buildings or other structures within such area which is consistent with the safe use of such airports and landing fields; and

(d) the maintenance and use of either obstruction markers or lights, or both, upon buildings and other structures within such area as safety devices.

(2) The height of buildings and other structures is regulated and restricted within a distance of 2 miles from any public airport or landing field, measured at a right angle from any side or in a radial line from any corner of the established boundary line thereof, in any and all directions, as follows:

(a) The trapezoidal portion of the total 2-mile zone area, 500 feet in width at the boundary of the field or airport and broadening to a width of 2,500 feet 2 miles distant, the centerline of which is a continuation of the centerline of each runway at and upon such public airports and landing fields, known as the approach zone, may have no building or other structure or natural feature or object of any kind therein, the height of which is more than one-twentieth its distance from the nearest boundary of the airport or landing field.

(b) The remaining portion of the 2-mile zone area surrounding such public airports and landing fields, lying between the approach zones and known as turning zones, may have no building or other structure or natural feature or object of any kind therein, the height of which is more than one-seventh its distance from the nearest boundary of the airport or landing field.

(3) In measuring distances and heights to determine the zone standard, measurements shall be taken from the nearest side of the building or structure or other object to the nearest side of the airport or landing field. In the event of airports having boundaries not regular, the nearest established perimeter of such port and field shall be used, as distinguished from the actual boundary.

History: En. Sec. 2, Ch. 12, L. 1939; amd. Sec. 4, Ch. 232, L. 1977; R.C.M. 1947, 1-702.

67-5-202. Regulation of existing structures — power of acquisition. With respect to any building or other structure existing on February 7, 1939, which does not conform to the regulations of this chapter in the manner of height, the governmental authority affected thereby (whether the United States, the state of Montana, the several counties, or the several municipalities) in its own right and name, to protect its own airports and landing fields and to carry out the purposes and provisions of this chapter, shall have and is hereby given the right and authority to acquire by purchase, grant, or condemnation, such estate or interest in any such building or structure or other object, whether natural object or not, and/or in the lands upon which situated as is necessary to vest full and absolute ownership and control in perpetuity of the space above such land to the extent necessary to correct or abate the height of any such nonconforming building or other structure or object to meet the requirements of this chapter as to height limitation within the zones designated.

History: En. Sec. 5, Ch. 12, L. 1939; R.C.M. 1947, 1-705.

67-5-203. Duty to acquire permit. (1) Each person, firm, or corporation in this state proposing to erect, establish, or maintain any building or other structure that would exceed the height limit established by law or to grow any natural object that would exceed such limit when grown, whenever the proposed erection or growth is within 2 miles of a public airport or landing field, shall apply to the proper officer of the United States or the state of Montana or any county or municipality thereof, whichever of those bodies has control of the airport or landing field affecting the area, for a permit to erect, establish, or maintain the structure, building, or object proposed.

(2) No permit may be granted unless the specifications of the building or other structure or object reveal that the total height does not or will not exceed the height limits fixed by law for the zone in which the same is to be established.

(3) No permit may be issued in violation of this section, and any permit which is issued in violation of this section is void.

History: En. Sec. 4, Ch. 12, L. 1939; amd. Sec. 5, Ch. 232, L. 1977; R.C.M. 1947, 1-704.

67-5-204. Restriction — lights. No searchlight, beacon light, or other glaring light shall be used, maintained, or operated within said Montana airport zoning areas so that the same shall reflect, glare, or shine upon or in the direction of the airports.

History: En. Sec. 8, Ch. 12, L. 1939; R.C.M. 1947, 1-708.

67-5-205 through 67-5-210 reserved.

67-5-211. Enforcement. It shall be the duty and authority of every public body or governmental authority owning, operating, or maintaining a public airport or landing field to enforce the provisions of this chapter as pertains to areas surrounding the particular airport under the control of such body, the same to be enforced in either the court of law or of equity in the state of Montana having jurisdiction of such action. Cases are to be instituted in the name of the governmental body charged hereunder with the enforcement hereof. Such action may be to prevent the erection, construction, or maintenance of such buildings or other structures or parts of buildings or structures as may exceed the height limits fixed by this law or to restrain, correct, or abate any such violation and to prevent the occupancy and use of any part of a building or structure erected in violation of this law.

History: En. Sec. 3, Ch. 12, L. 1939; R.C.M. 1947, 1-703.

67-5-212. Penalty. Any person or firm or corporation violating any of the provisions of this law shall be guilty of a misdemeanor and upon conviction thereof shall be punishable by a fine of not more than $500 or by imprisonment for a period of not more than 6 months or by both such fine and imprisonment. Each such person, firm, or corporation shall be deemed guilty of a separate offense for every day during any portion of which any violation of this law is committed, continued, or permitted by such person, firm, or corporation and shall be punishable as provided by such law.

History: En. Sec. 12, Ch. 12, L. 1939; R.C.M. 1947, 1-709.

CHAPTER 6

AIRPORT ZONING ACT

Part 1 — General Provisions

Section

67-6-101. Short title.
67-6-102. Legislative finding and purpose.

67-6-103. Constitutional restriction.

Part 2 — Zoning

67-6-201. Airport zoning power.
67-6-202. Airport zoning regulations — procedure — commission.
67-6-203. Airport zoning regulations — requirements.
67-6-204. Zoning regulations — merger or conflict.
67-6-205. Airport zoning regulations — administration.
67-6-206. Board of adjustment.
67-6-207. Permits — variances.
Sections 67-6-208 through 67-6-210 reserved.
67-6-211. Penalty — injunction.

Part 3 — Miscellaneous Provisions

67-6-301. Acquisition of property rights when zoning not sufficient.

Part 1

General Provisions

67-6-101. Short title. This chapter shall be known and may be cited as the "Airport Zoning Act".

History: En. Sec. 14, Ch. 287, L. 1947; R.C.M. 1947, 1-723.

67-6-102. Legislative finding and purpose. (1) It is hereby found that an airport hazard endangers the lives and property of users of the airport and of occupants of land in its vicinity and also, if of the obstruction type, in effect reduces the size of the area available for the landing, taking off, and maneuvering of aircraft, thus tending to destroy or impair the utility of the airport and the public investment therein.

(2) Accordingly, it is hereby declared:

(a) that the creation or establishment of an airport hazard is a public nuisance and an injury to the community served by the airport in question;

(b) that it is therefore necessary in the interest of the public health, public safety, and general welfare that the creation or establishment of airport hazards be prevented; and

(c) that this should be accomplished, to the extent legally possible, by exercise of the police power, without compensation.

(3) It is further declared that both the prevention of the creation or establishment of airport hazards and the elimination, removal, alteration, mitigation, or marking and lighting of existing airport hazards are public purposes for which political subdivisions may raise and expend public funds and acquire land or property interests therein.

History: En. Sec. 2, Ch. 287, L. 1947; R.C.M. 1947, 1-711.

67-6-103. Constitutional restriction. In any case in which airport zoning regulations adopted under this chapter, although generally reasonable, are held by a court to interfere with the use or enjoyment of a particular structure or parcel of land to such an extent or to be so onerous in their application to such a structure or parcel of land as to constitute a taking or deprivation of that property in violation of the constitution of this state or the constitution of the United States, such holding shall not affect the application of such regulations to other structures and parcels of land.

History: En. Sec. 10, Ch. 287, L. 1947; R.C.M. 1947, 1-719.

Part 2

Zoning

67-6-201. Airport zoning power. (1) In order to prevent the creation or establishment of airport hazards, every political subdivision having an airport hazard area within its territorial limits may adopt, administer, and enforce, under the police power and in the manner and upon the conditions prescribed, airport zoning regulations for such airport hazard area, which regulations may divide such area into zones and, within such zones, specify the land uses permitted and regulate and restrict the height to which structures and trees may be erected or allowed to grow.

(2) Where an airport is owned or controlled by a political subdivision and any airport hazard area appertaining to such airport is located outside the territorial limits of said political subdivision, within or without the state, the political subdivision owning or controlling the airport and the political subdivision within which the airport hazard area is located may, by ordinance or resolution duly adopted, create a joint airport zoning board, which board shall have the same power to adopt, administer, and enforce airport zoning regulations applicable to the airport hazard area in question as that vested by subsection (1) in the political subdivision within which such area is located. Each such joint board shall have as members two representatives appointed by each political subdivision participating in its creation and in addition a chairman elected by a majority of the members so appointed.

(3) If in the judgment of a political subdivision owning or controlling an airport, the political subdivision within which is located an airport hazard area appertaining to that airport has failed to adopt or enforce reasonably adequate airport zoning regulations for such area under subsection (1) and if that political subdivision has refused to join in creating a joint airport zoning board as authorized in subsection (2), the political subdivision owning or controlling the airport may itself adopt, administer, and enforce airport zoning regulations for the airport hazard area in question. In the event of conflict between such regulations and any airport zoning regulations adopted by the political subdivision within which the airport hazard area is located, the regulations of the political subdivision owning or controlling the airport shall govern and prevail.

History: En. Sec. 3, Ch. 287, L. 1947; R.C.M. 1947, 1-712.

67-6-202. Airport zoning regulations — procedure — commission. (1) In adopting, amending, and repealing airport zoning regulations under this chapter, the political subdivision or joint airport zoning board shall follow the procedure prescribed by the laws of this state for the adoption, amendment, or repeal of comprehensive zoning regulations, as provided in Title 76, chapter 2, part 3.

(2) Prior to the initial zoning of any airport hazard area under this chapter, the political subdivision or joint airport zoning board which is to adopt the regulations shall appoint a commission, to be known as the airport zoning commission, to recommend the boundaries of the various zones to be established and the regulations to be adopted therefor. Such commission shall make a preliminary report and hold public hearings thereon before submitting its final report, and the legislative body of the political subdivision or the joint airport zoning board shall not hold its public hearings or take other action until it has received the final report of such

commission. Where a city planning commission or comprehensive zoning commission already exists, it may be appointed as the airport zoning commission.

History: En. Sec. 5, Ch. 287, L. 1947; R.C.M. 1947, 1-714.

67-6-203. Airport zoning regulations — requirements. (1) All airport zoning regulations adopted under this chapter shall be reasonable, and none shall impose any requirement or restriction which is not reasonably necessary to effectuate the purposes of this chapter. In determining what regulations it may adopt, each political subdivision and joint airport zoning board shall consider, among other things, the character of the flying operations expected to be conducted at the airport, the nature of the terrain within the airport hazard area, the character of the neighborhood, and the uses to which the property to be zoned is put and adaptable.

(2) No airport zoning regulations adopted under this chapter shall require the removal, lowering, or other change or alteration of any structure or tree not conforming to the regulations when adopted or amended or otherwise interfere with the continuance of any nonconforming use, except as provided in 67-6-207(3).

History: En. Sec. 6, Ch. 287, L. 1947; R.C.M. 1947, 1-715.

67-6-204. Zoning regulations — merger or conflict. (1) In the event that a political subdivision had adopted or hereafter adopts a comprehensive zoning ordinance regulating, among other things, the height of buildings, any airport zoning regulations applicable to the same area or portion thereof may be incorporated in and made a part of such comprehensive zoning regulations and be administered and enforced in connection therewith.

(2) In the event of conflict between any airport zoning regulations adopted under this chapter and any other regulations applicable to the same area, whether the conflict be with respect to the height of structures or trees, the use of land, or any other matter and whether such other regulations were adopted by the airport zoning regulations or by some other political subdivision, the more stringent limitation or requirement shall govern and prevail.

History: En. Sec. 4, Ch. 287, L. 1947; R.C.M. 1947, 1-713.

67-6-205. Airport zoning regulations — administration. All airport zoning regulations adopted under this chapter shall provide for the administration and enforcement of such regulations by an administrative agency which may be an agency created by such regulations or any official, board, or other existing agency of the political subdivision adopting the regulations or of one of the political subdivisions which participated in the creation of the joint airport zoning board adopting the regulations, if satisfactory to that political subdivision; but in no case shall such administrative agency be or include any member of the board of adjustment. The duties of any administrative agency designated pursuant to this chapter shall include that of hearing and deciding all permits under 67-6-207(1), but such agency shall not have or exercise any of the powers herein delegated to the board of adjustment.

History: En. Sec. 8, Ch. 287, L. 1947; R.C.M. 1947, 1-717.

67-6-206. Board of adjustment. All airport zoning regulations adopted under this chapter shall provide for a board of adjustment to be appointed in the manner and have and exercise all the powers provided in 76-2-321 through 76-2-328, and each and all of the provisions of said sections relating to appeals and judicial review shall be applicable to this chapter.

History: En. Sec. 9, Ch. 287, L. 1947; R.C.M. 1947, 1-718.

67-6-207. Permits — variances. (1) When advisable to facilitate the enforcement of this chapter, a system may be established for granting permits to establish or construct new structures and other uses. In any event, before any nonconforming structure may be replaced with a taller one or any nonconforming tree allowed to grow higher or be replanted, a permit must be secured from the administrative agency authorized to administer and enforce the regulations authorizing such replacement or change. No such permit shall be granted that would allow the structure to become a greater hazard to air navigation than it was when the applicable regulation was adopted. Whenever the administrative agency determines that a nonconforming structure or tree has been abandoned or more than 80% torn down, destroyed, deteriorated, or decayed, no permit shall be granted that would allow said structure or tree to exceed the applicable height limit or otherwise deviate from the zoning regulations. Except as indicated, all applications for permits for replacement, change, or repair of nonconforming uses shall be granted.

(2) Any person desiring to erect any structure, increase the height of any structure, permit the growth of any tree, or otherwise use his property in violation of airport zoning regulations adopted under this chapter may apply to the board of adjustment for a variance from the zoning regulations in question. Such variances shall be allowed where a literal application or enforcement of the regulations would result in practical difficulty or unnecessary hardship and the relief granted would not be contrary to the public interest but do substantial justice and be in accordance with the spirit of the regulations and this chapter. Any variance may be allowed subject to any reasonable conditions that the board of adjustment may deem necessary to effectuate the purposes of this chapter.

(3) In granting any permit or variance under this section, the administrative agency or board of adjustment may, if it deems such action advisable to effectuate the purposes of this chapter and reasonable in the circumstances, so condition such permit or variance as to require the owner of the structure or tree in question to permit the political subdivision, at its own expense, to install, operate, and maintain thereon such markers and lights as may be necessary to indicate to flyers the presence of an airport hazard.

History: En. Sec. 7, Ch. 287, L. 1947; R.C.M. 1947, 1-716.

67-6-208 through 67-6-210 reserved.

67-6-211. Penalty — injunction. Each violation of this chapter or of any regulations, orders, or rulings promulgated or made pursuant to this chapter shall constitute a misdemeanor and shall be punishable by a fine of not more than $500 or imprisonment for not more than 6 months or by both such fine and imprisonment, and each day a violation continues to exist shall constitute a separate offense. In addition the political subdivision or agency adopting zoning regulations under this chapter may institute in any court of competent jurisdiction an action to prevent, restrain, correct, or abate any violation of this chapter or of airport zoning regulations adopted under this chapter or of any order or ruling made in connection with their administration or enforcement; and the court shall adjudge to the plaintiff such relief, by way of injunction (which may be mandatory) or otherwise, as may be proper under all the facts and circumstances of the case, in order fully to effectuate the purposes of this chapter and of the regulations adopted and orders and rulings made pursuant thereto.

History: En. Sec. 11, Ch. 287, L. 1947; R.C.M. 1947, 1-720.

Part 3

Miscellaneous Provisions

67-6-301. Acquisition of property rights when zoning not sufficient. The political subdivision within which the property or nonconforming use is located or the political subdivision owning the airport or served by it may acquire, by purchase, grant, or condemnation in the manner provided by the law under which political subdivisions are authorized to acquire real property for public purposes, such air right, aviation easement, or other estate or interest in the property or nonconforming structure or use in question as may be necessary to effectuate the purposes of this chapter, in any case in which:

(1) it is desired to remove, lower, or otherwise terminate a nonconforming structure or use;

(2) the approach protection necessary cannot, because of constitutional limitations, be provided by airport zoning regulations under this chapter; or

(3) it appears advisable that the necessary approach protection be provided by acquisition of property rights rather than by airport zoning regulations.

History: En. Sec. 12, Ch. 287, L. 1947; R.C.M. 1947, 1-721.

CHAPTERS 7 THROUGH 9

RESERVED

CHAPTER 10

MUNICIPAL AIRPORTS

Part 1 — General Provisions

Section

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Part 1

General Provisions

67-10-101. Short title. This [act] may be cited as the "Municipal Airports Act".

History: En. Sec. 22, Ch. 288, L. 1947; R.C.M. 1947, 1-828.

67-10-102. Acquisition and establishment of airports and landing fields. (1) Counties, cities, and towns in this state may, either individually or by the joint action of a county and one or more of the cities and towns within its border, acquire by gift, deed, purchase, or condemnation land for airport or landing field purposes and thereon establish, construct, own, control, lease, equip, improve, operate, and regulate airports or landing fields for the use of airplanes and other aircraft and may use for such purpose or purposes any property suitable therefor that now or may at any time hereafter be acquired, owned, or controlled by such county, city, or town.

(2) In addition a county, city, or town may do the acts authorized by this section by acting jointly with one or more counties, with one or more cities, with one or more towns, or any combination of such counties, cities, or towns. Such airport need not be located, in whole or in part, within the limits of each subdivision participating in the joint venture.

History: En. Sec. 1, Ch. 108, L. 1929; re-en. Sec. 5668.35, R.C.M. 1935; amd. Sec. 1, Ch. 54, L. 1941; amd. Sec. 1, Ch. 88, L. 1961; R.C.M. 1947, 1-801.

67-10-103. Public purpose. (1) Any lands acquired, owned, controlled, or occupied by any county, city, or town, individually or pursuant to joint action as herein provided for the purposes enumerated in 67-10-102, shall and are hereby declared to be acquired, owned, controlled, and occupied for a public use and as a matter of public necessity, and such counties, cities, and towns, whether acting individually or jointly, shall have the right to acquire property for such purposes under the power of eminent domain as and for a public use or necessity.

(2) The acquisition of any land or interest therein pursuant to this [act]; the planning, acquisition, establishment, development, construction, improvement, maintenance, equipment, operation, regulation, protection, and policing of airports and air navigation facilities, including the acquisition or elimination of airport hazards; and the exercise of any other powers herein granted to municipalities and other public agencies, to be severally or jointly exercised, are hereby declared to be public and governmental functions, exercised for a public purpose and matters of public necessity and, in the case of any county, are declared to be county functions and purposes as well as public and governmental and, in the case of any municipality other than a county, are declared to be municipal functions and purposes as well as public and governmental. All land and other property and privileges acquired and used by or on behalf of any municipality or other public agency in the manner and for the purposes enumerated in this [act] shall and are hereby declared to be acquired and used for public and governmental purposes and as a

matter of public necessity and, in the case of a county or municipality, for county or municipal purposes, respectively.

History: (1)En. Sec. 2, Ch. 108, L. 1929; re-en. Sec. 5668.36, R.C.M. 1935; amd. Sec. 2, Ch. 54, L. 1941; amd. Sec. 2, Ch. 88, L. 1961; Sec. 1-802, R.C.M. 1947; (2)En. Sec. 15, Ch. 288, L. 1947; Sec. 1-822, R.C.M. 1947; R.C.M. 1947, 1-802, 1-822.

67-10-104. Construction. This [act] shall be so interpreted and construed as to make uniform so far as possible the laws and regulations of this state and other states and of the government of the United States having to do with the subject of municipal airports.

History: En. Sec. 19, Ch. 288, L. 1947; R.C.M. 1947, 1-826.

Part 2

General Powers of Municipality Relating to Airports

67-10-201. General municipal powers. (1) Every municipality is authorized, out of any appropriations or other moneys made available for such purposes, to plan, establish, develop, construct, enlarge, improve, maintain, equip, operate, regulate, protect, and police airports and air navigation facilities, either within or without the territorial limits of such municipality and within or without the territorial boundaries of this state, including the construction, installation, equipment, maintenance, and operation at such airports of buildings and other facilities for the servicing of aircraft or for the comfort and accommodation of air travelers and the purchase and sale of supplies, goods, and commodities as an incident to the operation of its airport properties. For such purposes the municipality may use any available property that it may now or hereafter own or control and may, by purchase, gift, devise, lease, eminent domain proceedings, or otherwise, acquire property, real or personal, or any interest therein, including easements, in airport hazards or land outside the boundaries of an airport or airport site, as is necessary to permit safe and efficient operation of the airport; to permit the removal, elimination, obstruction-marking, or obstruction-lighting of airport hazards; or to prevent the establishment of airport hazards.

(2) The municipality may, by purchase, gift, devise, lease, eminent domain proceedings, or otherwise, acquire existing airports and air navigation facilities, provided however it shall not acquire or take over any airport or air navigation facility owned or controlled by another municipality or public agency of this or any other state without the consent of such municipality or public agency.

(3) For the purposes of this [act], a municipality may establish or acquire and maintain, within or bordering upon the territorial limits of the municipality, airports in, over, and upon any public waters of this state, any submerged lands under such public waters and any artificial or reclaimed lands which before the artificial making or reclamation thereof constituted a portion of the submerged lands under such public waters, and may construct and maintain terminal buildings, landing floats, causeways, roadways, and bridges for approaches to or connecting with any such airport, and landing floats and breakwaters for the protection thereof.

(4) All air navigation facilities established or operated by municipalities shall be supplementary to and coordinated in design and operation with those established and operated by the federal and state governments.

(5) A municipality may enter into any contracts necessary to the execution of the powers granted it and for the purposes provided by this [act].

History: En. Secs. 2, 13, Ch. 288, L. 1947; R.C.M. 1947, 1-809, 1-820.

67-10-202. Creation of board — funding — rules. (1) The county, city, or town, acting individually or acting jointly as authorized by 67-10-102, having established an airport or landing field and acquired property for such purpose, may construct, improve, equip, maintain, and operate the same and for that purpose may create a board or body from the inhabitants of such county, city, or town, or such joint subdivisions of the state for the purpose of conferring upon them, and may confer upon them, the jurisdiction for the improvement, equipment, maintenance, and operation of such airport or landing field. The board of county commissioners, the city or town council, as the case may be, or the board of county commissioners and the council or councils under a joint venture may adopt rules and establish fees or charges for the use of such airport or landing field or may authorize such board or body to do so, subject, however, to the approval of the appointing power before the same shall take effect. All expenses of such construction, improvement, equipment, maintenance, and operation shall be a charge against such county, city, or town; or when a county, city, or town acts jointly under the authority herein given, such charges shall be against the joint subdivisions of the state and shall be apportioned according to benefits to accrue, the proportion to be paid by each to be fixed in advance by joint resolution of the governing bodies.

(2) For the purpose of meeting the charges mentioned when the airport or landing field is such joint venture, a joint fund shall be created and maintained into which each of the political subdivisions interested shall deposit its proportionate share in accordance with the predetermination of the board of county commissioners and council or councils affected.

(3) All disbursements from such fund shall be made by order of such joint board or body, if one be created as authorized, otherwise under such rules as the joint control by the commissioners and council or councils may adopt.

History: En. Sec. 3, Ch. 108, L. 1929; re-en. Sec. 5668.37, R.C.M. 1935; amd. Sec. 3, Ch. 54, L. 1941; amd. Sec. 3, Ch. 88, L. 1961; R.C.M. 1947, 1-803.

67-10-203. Mutual assistance. If any municipality determines that the public interest and the interests of the municipality will be served by assisting any other municipality or municipalities in exercising the powers and authority granted by this [act], such municipality may furnish assistance by gift of real or personal property or lease or loan thereof with or without charge or interest. In appropriating such property or money and providing for such assistance by taxation, the issuance of bonds, or other means, the municipality may exercise all of its powers as though used for its own direct purposes as provided in this [act].

History: En. Sec. 12, Ch. 288, L. 1947; R.C.M. 1947, 1-819.

67-10-204. Joint exercise of powers. (1) For the purposes of 67-10-204 through 67-10-206, unless otherwise qualified, the term "public agency" includes municipality, as defined in this title; any agency of the state government and of the United States; and any municipality, political subdivision, and agency of another state; and the term "governing body" means the governing body of a county or municipality and the head of the agency if the public agency is other than a county or municipality.

(2) All powers, privileges, and authority granted to any municipality by this [act] may be exercised and enjoyed jointly with any public agency of this state and jointly with any public agency of any other state or of the United States to the extent that the laws of such other state or of the United States permit such joint exercise or enjoyment. If not otherwise authorized by law, any agency of the state government when acting jointly with any municipality may exercise and enjoy all of the powers, privileges, and authority conferred by this [act] upon a municipality.

(3) Any two or more public agencies may enter into agreements with each other for joint action pursuant to the provisions of 67-10-204 through 67-10-206. Concurrent action by ordinance, resolution, or otherwise of the governing bodies of the participating public agencies shall constitute joint action. Each such agreement shall specify its duration; the proportionate interest which each public agency shall have in the property, facilities, and privileges involved; the proportion to be borne by each public agency of preliminary costs and costs of acquisition, establishment, construction, enlargement, improvement, and equipment of the airport or air navigation facility; the proportion of the expenses of maintenance, operation, regulation, and protection thereof to be borne by each; and such other terms as are required by the provisions of 67-10-204 through 67-10-206. The agreement may also provide for amendments thereof and conditions and methods of termination of the agreement; the disposal of all or any of the property, facilities, and privileges jointly owned, prior to or upon said property, facilities, and privileges, or any part thereof, ceasing to be used for the purposes provided in this [act] or upon termination of the agreement; the distribution of the proceeds received upon any such disposal and of any funds or other property jointly owned and undisposed of; the assumption or payment of any indebtedness arising from the joint venture which remains unpaid upon the disposal of all assets or upon a termination of the agreement; and such other provisions as may be necessary or convenient.

History: En. Sec. 14, Ch. 288, L. 1947; amd. Sec. 1, Ch. 10, L. 1975; R.C.M. 1947, 1-821(a), (b).

67-10-205. Joint airport board. (1) Public agencies acting jointly pursuant to 67-10-204 through 67-10-206 shall create a joint board which shall consist of members appointed by the governing body of each participating public agency. Per diem and mileage of such joint board may be set by resolution of the board of county commissioners. The number to be appointed and their term shall be provided for in the joint agreement. Each such joint board shall organize, select officers for terms to be fixed by the agreement, and from time to time adopt and amend rules for its own procedure. The joint board shall have power to plan, acquire, establish, develop, construct, enlarge, improve, maintain, equip, operate, regulate, protect, and police any airport or air navigation facility or airport hazard to be jointly acquired, controlled, and operated; and such board may exercise on behalf of its constituent public agencies all the powers of each with respect to such airport, air navigation facility, or airport hazard, subject to the limitations of subsection (2) of this section.

(2) (a) The total expenditures to be made by the joint board for any purpose in any calendar year shall be determined by a budget approved by the governing bodies of its constituent public agencies.

(b) No airport, air navigation facility, airport hazard, or real or personal property, the cost of which is in excess of sums therefor fixed by the joint agreement or allotted in the annual budget, may be acquired by the joint board without the approval of the governing bodies of its constituent public agencies.

(c) Eminent domain proceedings under 67-10-204 through 67-10-206 may be instituted only by authority of the governing bodies of the constituent public agencies of the joint board. If so authorized, such proceedings shall be instituted in the names of the constituent public agencies jointly, and the property so acquired shall be held by said public agencies as tenants in common until conveyed by them to the joint board.

(d) The joint board shall not dispose of any airport, air navigation facility, or real property under its jurisdiction except with the consent of the governing bodies of its constituent public agencies, provided that the joint board may, without such consent, enter into the contract, lease, or other arrangements contemplated by 67-10-302.

(e) Any resolutions, rules, or orders of the joint board dealing with subjects authorized by 67-10-301 shall become effective only upon approval of the governing bodies of the constituent public agencies, provided that upon such approval, the resolutions, rules, or orders of the joint board shall have the same force and effect in the territories or jurisdictions involved as the ordinance, resolutions, rules, or orders of each public agency would have in its own territory or jurisdiction.

History: En. Sec. 14, Ch. 288, L. 1947; amd. Sec. 1, Ch. 10, L. 1975; R.C.M. 1947, 1-821(c), (d).

67-10-206. Joint fund. For the purpose of providing a joint board with moneys for the necessary expenditures in carrying out the provisions of 67-10-204 and 67-10-205, a joint fund shall be created and maintained into which shall be deposited the share of each of the constituent public agencies as provided by the joint agreement. Each of the constituent public agencies shall provide its share of the fund from sources available to each. Any federal, state, or other contributions or loans and the revenues obtained from the joint ownership, control, and operation of any airport or air navigation facility under the jurisdiction of the joint board shall be paid into the joint fund. Disbursements from such fund shall be made by order of the board, subject to the limitations prescribed in 67-10-205(2).

History: En. Sec. 14, Ch. 288, L. 1947; amd. Sec. 1, Ch. 10, L. 1975; R.C.M. 1947, 1-821(e).

67-10-207. Supplementary powers. In addition to the general and special powers conferred by this [act], every municipality is authorized to exercise such powers as are necessarily incidental to the exercise of such general and special powers.

History: En. Sec. 17, Ch. 288, L. 1947; R.C.M. 1947, 1-824.

67-10-208 through 67-10-210 reserved.

67-10-211. Assistance in airport road construction — department of highways. The department of highways may, upon written application of the governing body of a municipality, assist the municipality in the location, establishment, construction, reconstruction, maintenance, and improvement of highways and roads to and from municipal airports and field development of them. The department of highways shall lend its equipment, machinery, technical services, and supervision to the municipality, under agreements made with each municipality.

History: En. Sec. 1, Ch. 120, L. 1939; amd. Sec. 39, Ch. 348, L. 1974; R.C.M. 1947, 1-807.

67-10-212 through 67-10-220 reserved.

67-10-221. Airport property — acquisition by eminent domain. In the acquisition of property by eminent domain proceedings authorized by this [act], the municipality shall proceed in the manner provided by the laws governing eminent domain of the state of Montana. The municipality shall not be precluded from abandoning such proceedings in any case where possession of the property has not been taken.

History: En. Sec. 3, Ch. 288, L. 1947; R.C.M. 1947, 1-810.

67-10-222. Airport property — disposal. Except as may be limited by the terms and conditions of any grant, loan, or agreement pursuant to 67-10-405, every municipality may by sale, lease, or otherwise dispose of any airport, air navigation facility, or other property or portion thereof or interest therein acquired pursuant to this [act]. Such disposal by sale, lease, or otherwise shall be in accordance with the laws of this state or provisions of the charter of the municipality governing the disposition of other property of the municipality or agency of the state or federal government for aeronautical purposes incident thereto. The sale, lease, or other disposal may be effected in such manner and upon such terms as the governing body of the municipality may deem in the best interest of the municipality.

History: En. Sec. 4, Ch. 288, L. 1947; R.C.M. 1947, 1-811.

67-10-223 through 67-10-230 reserved.

67-10-231. No limitation on airport hazard zoning. Nothing contained in this [act] shall be construed to limit any right, power, or authority of a municipality to regulate airport hazards by zoning.

History: En. Sec. 18, Ch. 288, L. 1947; R.C.M. 1947, 1-825.

Part 3

Operation of Airports

67-10-301. Municipal regulation. (1) A municipality which has established or acquired or which may establish or acquire an airport or air navigation facility is authorized to adopt, amend, and repeal such reasonable ordinances, resolutions, rules, and orders as it shall deem necessary for the management, government, and use of such airport or air navigation facility under its control, whether situated within or without the territorial limits of the municipality. For the enforcement thereof, the municipality may, by ordinance or resolution, as may by law be appropriate, appoint airport guards or police with full police powers and fix penalties within the limits prescribed by law for the violation of the ordinances, resolutions, rules, and orders. Said penalties shall be enforced in the same manner in which penalties prescribed by other ordinances or resolutions of the municipality are enforced. To the extent that an airport or other air navigation facility controlled and operated by a municipality is located outside the territorial limits of the municipality, it shall, subject to federal and state laws and rules, be under the jurisdiction and control of the municipality controlling or operating it, and no other municipality shall have any authority to charge or exact a license fee or occupation tax for operations thereon.

(2) All ordinances, resolutions, rules, or orders which are issued by the municipality shall be kept in substantial conformity with the laws of this state or any regulations promulgated or standards established pursuant thereto and, as nearly as may be, with the federal laws governing aeronautics and the rules and standards duly issued thereunder.

History: En. Sec. 8, Ch. 288, L. 1947; R.C.M. 1947, 1-815.

67-10-302. Granting of operation and use privileges. (1) In operating an airport or air navigation facility owned, leased, or controlled by a municipality, such municipality may, except as may be limited by the terms and conditions of any grant, loan, or agreement pursuant to 67-10-405, enter into contracts, leases, and other arrangements for a term not exceeding 20 years with any persons:

(a) granting the privilege of using or improving such airport or air navigation facility or any portion or facility thereof or space therein for commercial purposes;

(b) conferring the privilege of supplying goods, commodities, things, services, or facilities at such airport or air navigation facility; or

(c) making available services to be furnished by the municipality or its agents at such airport or air navigation facility.

(2) In each case the municipality may establish the terms and conditions and fix the charges, rentals, or fees for the privileges or services, which shall be reasonable and uniform for the same class of privilege or service and shall be established with due regard to the property and improvements used and the expenses of operation to the municipality.

(3) Except as may be limited by the terms and conditions of any grant, loan, or agreement pursuant to 67-10-405, a municipality may by contract, lease, or other arrangement, upon a consideration fixed by it, grant to any qualified person for a term not to exceed 20 years the privilege of operating, as agent of the municipality or otherwise, any airport owned or controlled by the municipality; provided that no such person shall be granted any authority to operate such an airport other than as a public airport or to enter into any contracts, leases, or other arrangements in connection with the operation of the airport which the municipality might not have undertaken under subsections (1) and (2) of this section.

History: En. Sec. 5, Ch. 288, L. 1947; R.C.M. 1947, 1-812.

67-10-303. Delegation of authority. Any authority vested by this [act] in a municipality or in the governing body thereof for the planning, establishment, development, construction, enlargement, improvement, maintenance, equipment, operation, regulation, protection, and policing of airports or other air navigation facilities established, owned, or controlled or to be established, owned, or controlled by the municipality may be vested by resolution of the governing body of the municipality in an officer or board or other municipal agency whose powers and duties shall be prescribed in the resolution; provided, however, that the expense of such planning, establishment, development, construction, enlargement, improvement, maintenance, equipment, operation, regulation, protection, and policing shall be a responsibility of the municipality.

History: En. Sec. 7, Ch. 288, L. 1947; R.C.M. 1947, 1-814.

Part 4

Finance

67-10-401. Appropriations — taxation. The governing body of any municipality having power to appropriate and raise money is hereby authorized to appropriate, and to raise by taxation or otherwise, sufficient moneys to carry out the provisions and purposes of this [act], within the limitations prescribed by law.

History: En. Sec. 9, Ch. 288, L. 1947; R.C.M. 1947, 1-816.

67-10-402. Tax levy. For the purpose of establishing, constructing, equipping, maintaining, and operating airports and landing fields under the provisions of this [act], the county commissioners or the city or town council may each year assess and levy, in addition to the annual levy for general administrative purposes or the all-purpose levy authorized by 7-6-4451 and 7-6-4452, a tax of not to exceed 2 mills on the dollar of taxable value of the property of said county, city, or town. In the event of a jointly established airport or landing field, the county commissioners and the council or councils involved shall determine in advance the levy necessary for such purposes and the proportion each political subdivision joining in the venture shall pay, provided that no property within any political subdivision shall be subject to a tax pursuant to this section at an annual rate in excess of 2 mills. Provided, that if it be found that the levy hereby authorized will be insufficient for the purposes enumerated, the commissioners and councils acting are hereby authorized and empowered to contract an indebtedness on behalf of such county, city, or town, as the case may be, upon the credit thereof by borrowing money or issuing bonds for such purposes, provided that no money may be borrowed and no bonds may be issued for such purpose until the proposition has been submitted to the qualified electors and a majority vote to be cast therefor, except that for the purpose of establishing a reserve fund to resurface, overlay, or improve existing runways, taxiways, and ramps, said governing bodies may set up annual reserve funds in their annual budget, provided said reserve is approved by the governing bodies during the normal budgeting procedure. Provided further that the necessity to resurface or improve said runways by overlays or similar methods every so many years is based upon competent engineering estimates, and provided that said funds are expended at least within each 10-year period. Said fund shall not exceed at any time a competent engineering estimate of the cost of resurfacing or overlaying the existing runways, taxiways, and ramps of any one airport for each said fund. The governing body of said airport, if in its judgment it deems it advantageous, may invest the fund in any interest-bearing deposits in a state or national bank insured by the FDIC or obligations of the United States of America, either short-term or long-term. Interest earned from such investments shall be credited to the operations and maintenance budget of said airport governing body. The above provisions, notwithstanding other budget control measures and due to the uniqueness of the subject matter, are declared necessary in the interests of the public health and safety.

History: En. Sec. 4, Ch. 108, L. 1929; re-en. Sec. 5668.38, R.C.M. 1935; amd. Sec. 4, Ch. 54, L. 1941; amd. Sec. 1, Ch. 54, L. 1945; amd. Sec. 1, Ch. 122, L. 1969; amd. Sec. 16, Ch. 158, L. 1971; amd. Sec. 3, Ch. 501, L. 1973; R.C.M. 1947, 1-804.

67-10-403. Liens. To enforce the payment of any charges for repairs or improvements to or storage or care of any personal property made or furnished by the municipality or its agents in connection with the operation of an airport or air navigation facility owned or operated by the municipality, the municipality shall have liens on such property, which shall be enforceable by the municipality as provided by law.

History: En. Sec. 6, Ch. 288, L. 1947; R.C.M. 1947, 1-813.

67-10-404. Airport revenues and sale proceeds. The revenues obtained by a municipality from the ownership, control, or operation of any airport or air navigation facility, including proceeds from the sale of any airport or portion thereof or air navigation facility property, shall be deposited in a special fund to be designated the ".... airport fund", which revenues shall be appropriated solely to, and used by the municipality for the purposes authorized by this [act].

History: En. Sec. 10, Ch. 288, L. 1947; R.C.M. 1947, 1-817.

67-10-405. Federal and state moneys. (1) A municipality may accept, receive, receipt for, disburse, and spend federal and state moneys and other moneys, public or private, made available by grant or loan or both to accomplish any of the purposes of this [act]. All federal moneys accepted under this section shall be accepted and spent by the municipality upon terms and conditions prescribed by the United States and consistent with state law. All state moneys accepted under this section shall be accepted and spent by the municipality upon terms and conditions prescribed by the state. Unless otherwise prescribed by the agency from which the moneys were received, the chief financial officer of the municipality shall on its behalf deposit and keep all moneys received pursuant to this section in separate funds, designated according to the purposes for which the moneys were made available, in trust for those purposes.

(2) No application may be made by a municipality for federal aid, as provided in this section, unless the "project application", as defined in the Federal Airport Act of 1946 and regulations of the administrator of civil aeronautics, is first approved by the department.

(3) A municipality may, with the approval and consent of the department, designate the department as its agent to accept, receive, receipt for, and disburse federal and state moneys and other moneys, public or private, made available by grant or loan or both to accomplish any of the purposes of [1-808 through 1-828]. A municipality may, with the consent of the department, designate the department as its agent in contracting for and supervising the planning, acquisition, development, construction, improvement, or equipment of an airport or other air navigation facility. All contracts made, let, or awarded by the department acting as agent of a municipality under this section shall be made, let, or awarded pursuant to the laws governing the making of contracts by or on behalf of the state. The municipality may enter into an agreement with the department providing for payment to the department for services rendered as agent and prescribing the terms and conditions of the agency, in accordance with terms and conditions prescribed by the United States, if federal money is involved and in accordance with applicable state law. All federal moneys accepted under this section by the department shall be accepted and transferred or spent by the department upon terms and conditions prescribed by the United States. All moneys received by the department under this subsection shall be deposited in the state treasury and, unless otherwise prescribed by the agency from which the moneys were received, shall be kept in separate funds designated according to the purposes for which the moneys were made available and held by the state in trust for those purposes.

History: En. Sec. 11, Ch. 288, L. 1947; amd. Sec. 41, Ch. 348, L. 1974; R.C.M. 1947, 1-818.

67-10-406. Tax exemption. Any property in this state acquired by a municipality for airport purposes pursuant to the provisions of this [act] and any income derived by such municipality from the ownership, operation, or control thereof shall be exempt from taxation to the same extent as other property used for public purposes. Any municipality is authorized to exempt from municipal taxation any property acquired within its boundaries by a public agency of another state for airport purposes and any income derived from such property to the extent that such other states authorize similar exemptions from taxation to municipalities of this state.

History: En. Sec. 16, Ch. 288, L. 1947; R.C.M. 1947, 1-823.

CHAPTER 11

AIRPORT AUTHORITIES

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Part 1

Organization and General Provisions

67-11-101. Short title. This chapter may be cited as the "Airport Authorities Act".

History: En. 1-925 by Sec. 24, Ch. 433, L. 1971; R.C.M. 1947, 1-925.

67-11-102. Municipal airport authority. Any municipality may, by resolution of its governing body, create a public body, corporate and politic, to be known as a municipal airport authority which shall be authorized to exercise its functions upon the appointment and qualification of the first commissioners thereof; or the governing body may by resolution determine to exercise any or all powers granted to such authorities in this chapter until or unless such powers are or have been conferred upon a municipal or regional airport authority. Upon the adoption of a resolution creating a municipal airport authority, the governing body of the municipality shall, pursuant to the resolution, appoint not less than five persons as commissioners of the authority. The commissioners who are first appointed shall be designated to serve for terms of 1, 2, 3, 4, and 5 years, respectively, but thereafter each commissioner shall be appointed for a term of 5 years, except that vacancies occurring otherwise than by expiration of the term shall be filled for the unexpired term by the governing body.

History: En. 1-904 by Sec. 4, Ch. 433, L. 1971; amd. Sec. 1, Ch. 57, L. 1975; R.C.M. 1947, 1-904.

67-11-103. Regional airport authority. (1) Two or more municipalities may by joint resolution create a public body, corporate and politic, to be known as a regional airport authority. The resolution creating a regional airport authority shall create a board of not less than five commissioners; the number to be appointed, their term and compensation, if any, shall be provided for in the resolution. Each such regional airport authority shall organize, select officers for terms to be fixed by agreement, and adopt and amend from time to time rules for its own procedure not inconsistent with 67-11-104.

(2) A regional airport authority may be increased from time to time to serve one or more additional municipalities if each additional municipality and each of the municipalities then included in the regional authority and the commissioners of the regional authority, respectively, adopt a joint resolution consenting thereto; provided that if a municipal airport authority for any municipality seeking to be included in the regional authority is then in existence, the commissioners of the municipal authority must consent to the inclusion of the municipality in the regional authority. Upon the inclusion of any municipality in the regional authority, all rights, contracts, obligations, and property, real and personal, of the municipal authority shall be in the name of and vest in the regional authority.

(3) A regional airport authority may be decreased if each of the municipalities then included in the regional authority and the commissioners of the regional authority consent to the decrease and make provisions for the retention or disposition of its assets and liabilities.

(4) A municipality shall not adopt any resolution authorized by this section without a public hearing thereon. Notice thereof shall be given at least 10 days prior thereto in a newspaper published in the municipality or, if there is no newspaper published therein, then in a newspaper having general circulation in the municipality.

(5) For the purpose of this chapter a regional airport authority shall have the same powers as all other political subdivisions in the adoption and enforcement of comprehensive airport zoning regulations as provided for by the laws of this state.

History: En. 1-905, 1-909 by Secs. 5, 8, Ch. 433, L. 1971; R.C.M. 1947, 1-905, 1-909(part).

67-11-104. Commissioners. (1) The powers of each authority shall be vested in the commissioners thereof. A majority of the commissioners of an authority shall constitute a quorum for the purpose of conducting business of the authority and exercising its powers and for all other purposes. Action may be taken by the authority upon a vote of not less than a majority of the commissioners present.

(2) There shall be elected a chairman and vice-chairman from among the commissioners. An authority may employ an executive director, secretary, technical experts, and such other officers, agents, and employees, permanent and temporary, as it may require and shall determine their qualifications, duties, and compensation. An authority may delegate to one or more of its agents or employees such powers or duties as it may deem proper.

(3) A commissioner of an authority shall be entitled to the necessary expense, including travel expenses, as provided for in 2-18-501 through 2-18-503, incurred in the discharge of his duties. Each commissioner shall hold office until his successor has been appointed and has qualified. The certificates of the appointment and reappointment of commissioners shall be filed with the authority.

History: En. 1-908 by Sec. 7, Ch. 433, L. 1971; amd. Sec. 4, Ch. 439, L. 1975; R.C.M. 1947, 1-908.

67-11-105. Functions — public and governmental. The acquisition of any land or interest therein, pursuant to this chapter; the planning, acquisition, establishment, development, construction, improvement, maintenance, equipment, operation, regulation, and protection of airports and air navigation facilities, including the acquisition or elimination of airport hazards, and the exercise of any powers herein granted to authorities and other public agencies to be severally or jointly exercised are hereby declared to be public and governmental functions, exercised for a public purpose, and matters of public necessity. All land and other property and privileges acquired and used by or on behalf of any authority or other public agency in the manner and for the purposes enumerated in this chapter shall and are hereby declared to be acquired and used for public and governmental purposes and as a matter of public necessity.

History: En. 1-919 by Sec. 18, Ch. 433, L. 1971; R.C.M. 1947, 1-919.

67-11-106. Cooperation of municipality. For the purpose of aiding and cooperating in the planning, undertaking, construction, or operation of airports and air navigation facilities pursuant to the provisions of this chapter, any municipality for which an authority has been created upon such terms, with or without consideration, as it may determine, may:

(1) lend or donate money to the authority;

(2) provide that all or a portion of the taxes or funds available or to become available to or required by law to be used by the municipality for airport purposes be transferred or paid directly to the airport authority as such funds become available to the municipality;

(3) cause water, sewer, or drainage facilities or any other facilities which it is empowered to provide to be furnished adjacent to or in connection with such airports or air navigation facilities;

(4) dedicate, sell, convey, or lease any of its interest in any property or grant easements, licenses, or any other rights or privileges therein to the authority;

(5) furnish, dedicate, close, pave, install, grade, regrade, plan or replan streets, roads, roadways, and walks from established streets or roads to such airports or air navigation facilities;

(6) do any and all things, whether or not specifically authorized in this section and not otherwise prohibited by law, that are necessary or convenient to aid and cooperate with the authority in the planning, undertaking, construction, or operation of airports and air navigation facilities; and

(7) enter into agreements with the authority respecting action to be taken by the municipality pursuant to the provisions of this section.

History: En. 1-921 by Sec. 20, Ch. 433, L. 1971; R.C.M. 1947, 1-921.

Part 2

Powers

67-11-201. General powers of authority. An authority shall have all the powers necessary or convenient to carry out the purposes of this chapter, including the power to certify annually to the governing bodies creating it the amount of tax to be levied by said governing bodies for airport purposes and including but not limited to the power to:

(1) sue and be sued, have a seal, and have perpetual succession;

(2) execute such contracts and other instruments and take such other action as may be necessary or convenient to carry out the purposes of this chapter;

(3) plan, establish, acquire, develop, construct, purchase, enlarge, improve, maintain, equip, operate, regulate, and protect airports and air navigation facilities, within this state and within any adjoining state, including the acquisition, construction, installation, equipment, maintenance, and operation at such airports or buildings and other facilities for the servicing of aircraft or for comfort and accommodation of air travelers and the purchase and sale of supplies, goods, and commodities as are incident to the operation of its airport properties. For such pur-

poses an authority may, by purchase, gift, devise, lease, eminent domain proceedings, or otherwise, acquire property, real or personal, or any interest therein, including easements in airport hazards or land outside the boundaries of an airport or airport site, as is necessary to permit the removal, elimination, obstruction-marking, or obstruction-lighting of airport hazards or to prevent the establishment of airport hazards.

(4) establish comprehensive airport zoning regulations in accordance with the laws of this state;

(5) acquire, by purchase, gift, devise, lease, eminent domain proceedings, or otherwise, existing airports and air navigation facilities; provided, however, an authority shall not acquire or take over any airport or air navigation facility owned or controlled by another authority, a municipality, or public agency of this or any other state without the consent of such authority, municipality, or public agency;

(6) establish or acquire and maintain airports in, over, and upon any public waters of this state, any submerged lands under such public waters provided that the authority has obtained the approval of the owner or agency that controls the water, and construct and maintain terminal buildings, landing floats, causeways, roadways, and bridges for approaches to or connecting with any such airport and landing floats and breakwaters for the protection thereof.

History: En. 1-909 by Sec. 8, Ch. 433, L. 1971; R.C.M. 1947, 1-909(part).

67-11-202. Rules. An authority is authorized to adopt, amend, and repeal such reasonable resolutions, rules, and orders as it shall deem necessary for the management, government, and use of any airport or air navigation facility owned by it or under its control. No rule, order, or standard prescribed by the commission shall be inconsistent with or contrary to any act of the congress of the United States or any regulation promulgated or standard established pursuant thereto. The authority shall keep on file at the principal office of the authority for public inspection a copy of all its rules.

History: En. 1-914 by Sec. 13, Ch. 433, L. 1971; R.C.M. 1947, 1-914.

67-11-203. Joint exercise of powers. (1) For the purposes of 67-11-203 through 67-11-205, unless otherwise qualified, the term "public agency" includes municipality and authority, each as defined in this title; any agency of the state government and of the United States; and any municipality, political subdivision, or agency of an adjoining state. The term "governing body" includes commissioners of an authority, the governing body of a municipality, and the head of an agency of a state or the United States if the public agency is other than an authority or municipality.

(2) All powers, privileges, and authority granted by this chapter may be exercised and enjoyed by an authority jointly with any public agency of this state and jointly with any public agency of any adjoining state or of the United States to the extent that the laws of such other state or of the United States permit such joint exercise or enjoyment. Any agency of the state government, when acting jointly with any authority, may exercise and enjoy all the powers, privileges, and authority conferred by this chapter upon an authority.

(3) Any two or more public agencies may enter into agreements with each other for joint action pursuant to the provisions of 67-11-203 through 67-11-205. Each agreement shall specify its duration; the proportionate interest which each public agency will have in the property, facilities, and privileges involved in the joint undertaking; the proportion of costs of operation, capital outlay, and maintenance to be borne by each public agency; and such other terms as are considered necessary or required by law. The agreement may also provide for amendments and termination; disposal of all or any of the property, facilities, and privileges jointly owned prior to or at such times as the property, facilities, and privileges or any

part thereof cease to be used for the purposes provided in this chapter or upon termination of the agreement; the distribution of the proceeds received upon any disposal and of any funds or other property jointly owned and undisposed of; the assumption of payment of any indebtedness arising from the joint undertaking which remains unpaid upon the disposal of all assets or upon a termination of the agreement; and such other provisions as may be necessary or convenient.

History: En. 1-918 by Sec. 17, Ch. 433, L. 1971; amd. Sec. 8, Ch. 232, L. 1977; R.C.M. 1947, 1-918(1), (2).

67-11-204. Joint board. (1) Public agencies acting jointly pursuant to 67-11-203 through 67-11-205 shall create a joint board which shall consist of members appointed by the governing body of each participating public agency. The number to be appointed and their term and compensation, if any, shall be provided for in the joint agreement. Each joint board shall organize, select officers for such terms as are fixed by the agreement, and adopt and amend from time to time rules for its own procedure. The joint board, as agent of the participating public agencies, may plan, acquire, establish, develop, construct, enlarge, improve, maintain, equip, operate, regulate, protect, and police any airport or air navigation facility or airport hazard to be jointly acquired, controlled, and operated; and the board may be authorized by the participating public agencies to exercise on behalf of its constituent public agencies all the powers of each with respect to the airport, air navigation facility, or airport hazard, subject to the limitations of subsection (2) of this section.

(2) (a) The total expenditures to be made by the joint board for any purpose in any calendar year shall be as determined by a budget approved by the constituent public agencies on or before the preceding June 10 or as otherwise specifically authorized by the constituent public agencies.

(b) No airport, air navigation facility, airport hazard, or real or personal property, the cost of which is in excess of sums fixed therefor by the joint agreement or allotted in the annual budget, may be acquired, established, or developed by the joint board without the approval of the governing bodies of its constituent public agencies.

(c) Eminent domain proceedings under 67-11-203 through 67-11-205 may be instituted by the joint board only by authority of the governing bodies of the constituent public agencies of the joint board. If so authorized, such proceedings shall be instituted in the names of the constituent public agencies jointly, and the property so acquired shall be held by the public agencies as tenants in common.

(d) The joint board may not dispose of any airport, air navigation facility, or real property under its jurisdiction except with the consent of the governing bodies of its constituent public agencies. However, the joint board may, without such consent, enter into contracts, leases, or other arrangements contemplated by 67-11-211.

(e) Resolutions, rules, or orders of the joint board dealing with subjects authorized by 67-11-211 become effective only upon approval of the governing bodies of the constituent public agencies. However, upon such approval, the resolutions, rules, or orders of the joint board shall have the same force in the territories or jurisdictions involved as the ordinances, resolutions, rules, or orders of each public agency would have in its own territory or jurisdiction.

History: En. 1-918 by Sec. 17, Ch. 433, L. 1971; amd. Sec. 8, Ch. 232, L. 1977; R.C.M. 1947, 1-918(3), (4).

67-11-205. Joint fund. For the purpose of providing the joint board with moneys for the necessary expenditures in carrying out the provisions of 67-11-203 through 67-11-205, a joint fund shall be created and maintained, into which shall be deposited the share of each of the constituent public agencies as provided by the joint agreement. Any federal, state, or other grants, contributions, or loans and the revenues obtained from the joint ownership, control, and operation of any airport or air navigation facility under the jurisdiction of the joint board shall be paid into the joint fund. Disbursements from such fund shall be made by order of the board, subject to the limitations prescribed in 67-11-204(2).

History: En. 1-918 by Sec. 17, Ch. 433, L. 1971; amd. Sec. 8, Ch. 232, L. 1977; R.C.M. 1947, 1-918(5).

67-11-206. Supplementary powers. In addition to the general and special powers conferred by this chapter, every authority is authorized to exercise such powers as are necessary incidental to the exercise of such general and special powers.

History: En. 1-923 by Sec. 22, Ch. 433, L. 1971; R.C.M. 1947, 1-923.

67-11-207 through 67-11-210 reserved.

67-11-211. Granting of operation and use privileges. (1) In connection with the operation of an airport or air navigation facility owned or controlled by an authority, the authority may enter into contracts, leases, and other arrangements for terms not to exceed 30 years with any persons:

(a) granting the privilege of using or improving the airport or air navigation facility or any portion or facility thereof or space therein for commercial purposes;

(b) conferring the privilege of supplying goods, commodities, things, services, or facilities at the airport or air navigation facility; and

(c) making available services to be furnished by the authority or its agents at the airport or air navigation facility.

(2) In each case the authority may establish the terms and conditions and fix the charges, rentals, or fees for the privileges or services, which shall be reasonable and uniform for the same class of privilege or service and shall be established with due regard to the property and improvements used and the expenses of operation to the authority; provided that in no case shall the public be deprived of its rightful, equal, and uniform use of the airport, air navigation facility, or portion of facility thereof.

(3) Except as may be limited by the terms and conditions of any grant, loan, or agreement authorized by 67-11-105, an authority may by contract, lease, or other arrangements, upon a consideration fixed by it, grant to any qualified person for a term not to exceed 30 years the privilege of operating, as agent of the authority or otherwise, any airport owned or controlled by the authority; provided that no person shall be granted any authority to operate an airport other than as a public airport or to enter into any contracts, leases, or other arrangements in connection with the operation of the airport which the authority might not have undertaken under subsections (1) and (2) of this section.

History: En. 1-913 by Sec. 12, Ch. 433, L. 1971; R.C.M. 1947, 1-913.

67-11-212 through 67-11-220 reserved.

67-11-221. Exercise of airport authority powers by department — exceptions. The department shall have all powers of an airport authority, except powers to certify or levy taxes or issue bonds, for constructing and operating public airports or landing fields near international border ports of entry and near state or national parks or near or in recreational areas as the department may determine to be in the public interest.

History: En. 1-902 by Sec. 2, Ch. 433, L. 1971; amd. Sec. 43, Ch. 348, L. 1974; R.C.M. 1947, 1-902.

67-11-222. Department control of airport operation and income. The department may control the operation of airports constructed under the provisions of 67-11-221 and may provide for the imposition of landing fees, granting of fuel and service concessions, or the lease of portions of the premises for other related airport services or for purposes not inconsistent with the use of the premises for airport purposes. All income from the operation of such airports shall be deposited in the state treasury in the airport operating account within the revolving fund. All expenditures from the account shall be within the limits of legislative appropriations and shall be made upon vouchers signed and approved by the director of the department.

History: En. 1-903 by Sec. 3, Ch. 433, L. 1971; amd. Sec. 44, Ch. 348, L. 1974; amd. Sec. 6, Ch. 232, L. 1977; R.C.M. 1947, 1-903.

67-11-223 through 67-11-230 reserved.

67-11-231. Airport property — acquisition by eminent domain. In the acquisition of property by eminent domain proceedings authorized by this chapter, an airport authority shall proceed in the manner provided by the laws of this state and such other laws that may now or hereafter apply to the state or to political subdivisions of this state in exercising the right of eminent domain. The municipality shall not be precluded from abandoning such proceedings in any case where possession of the property has not been taken.

History: En. 1-910 by Sec. 9, Ch. 433, L. 1971; R.C.M. 1947, 1-910.

67-11-232. Airport property — disposal. Except as may be limited by the terms and conditions of any grant, loan, or agreement authorized by 67-11-305, an authority may, by sale, lease, or otherwise, dispose of any airport, air navigation facility, or other property or portion thereof or interest therein acquired pursuant to this chapter. Such disposal by sale, lease, or otherwise shall be in accordance with the laws of this state governing the disposition of other public property, except that in the case of disposal to another authority, a municipality, or an agency of the state or federal government for use and operation as a public airport, the sale, lease, or other disposal may be effected in such manner and upon such terms as the commissioners of the authority may deem in the best interest of civil aviation.

History: En. 1-911 by Sec. 10, Ch. 433, L. 1971; R.C.M. 1947, 1-911.

67-11-233 through 67-11-240 reserved.

67-11-241. No limitation on airport hazard zoning. Nothing contained in this chapter shall be construed to limit any right, power, or authority of a municipality to regulate airport hazards by zoning.

History: En. 1-924 by Sec. 23, Ch. 433, L. 1971; R.C.M. 1947, 1-924.

Part 3

Finance

67-11-301. Municipal tax levy. The airport authority may certify annually to the governing bodies the amount of tax to be levied by each municipality participating in the creation of the airport authority, and the municipality shall levy the amount certified, pursuant to provisions of law authorizing cities and other political subdivisions of this state to levy taxes for airport purposes. The levy made shall not exceed the maximum levy permitted by the laws of this state for airport purposes or any such lower limit as may have been established by the municipality or municipalities in the resolution creating the authority. The municipality shall collect the taxes certified by an airport authority in the same manner as other taxes are levied and collected and make payment to the airport authority. The proceeds of such taxes when and as paid to the airport authority shall be deposited in a special account or accounts in which other revenues of the authority are deposited and may be expended by the authority as provided for in this chapter. Prior to the issuance of bonds under 67-11-303, the airport authority or the municipality may by resolution covenant and agree that the total amount of such taxes then authorized by law, or such portion thereof as may be specified by the resolution, will be certified, levied, and deposited annually as herein provided until the bonds and interest thereon are fully paid.

History: En. 1-916 by Sec. 15, Ch. 433, L. 1971; amd. Sec. 2, Ch. 501, L. 1973; R.C.M. 1947, 1-916.

67-11-302. County tax levy. In counties supporting airports or airport authorities, a levy as provided for in 67-10-402 may be made for such purposes.

History: En. 1-917 by Sec. 16, Ch. 433, L. 1971; R.C.M. 1947, 1-917.

67-11-303. Bonds and obligations. (1) An authority may borrow money for any of its corporate purposes and issue its bonds therefor, including refunding bonds, in such form and upon such terms as it may determine, payable out of any revenues of the authority, including revenues derived from:

(a) an airport or air navigation facility or facilities;
(b) taxes levied pursuant to 67-11-301 or other law for airport purposes;
(c) grants or contributions from the federal government; or
(d) other sources.

(2) The bonds may be issued by resolution of the authority, without an election and without any limitation of amount, except that no such bonds may be issued at any time if the total amount of principal and interest to become due in any year on such bonds and on any then outstanding bonds for which revenues from the same source or sources are pledged exceeds the amount of such revenues to be received in that year as estimated in the resolution authorizing the issuance of the bonds. The authority shall take all action necessary and possible to impose, maintain, and collect rates, charges, rentals, and taxes, if any are pledged, sufficient to make the revenues from the pledged source in such year at least equal to the amount of such principal and interest due in that year.

(3) The bonds may be sold at public or private sale and may bear interest at a rate not exceeding 10% a year. Except as otherwise provided herein, any bonds issued pursuant to this chapter by an authority may be payable as to principal and interest solely from revenues of the authority and shall state on their face the applicable limitations or restrictions regarding the source from which such principal and interest are payable.

(4) Bonds issued by an authority or municipality pursuant to the provisions of this chapter are declared to be issued for an essential public and governmental purpose by a political subdivision within the meaning of 15-30-111(2)(a).

(5) For the security of any such bonds, the authority or municipality may by resolution make and enter into any covenant, agreement, or indenture and may exercise any additional powers authorized to be exercised by a municipality under Title 7, chapter 7, parts 44 and 45. The sums required from time to time to pay principal and interest and to create and maintain a reserve for the bonds may be paid from any revenues referred to in this chapter, prior to the payment of current costs of operation and maintenance of the facilities.

(6) Subject to the conditions stated in this subsection (6), the governing body of any municipality having a population in excess of 10,000, with respect to bonds issued pursuant to this chapter by the municipality or by an authority in which the municipality is included, may by resolution covenant that in the event that at any time all revenues, including taxes, appropriated and collected for such bonds are insufficient to pay principal or interest then due, it will levy a general tax upon all of the taxable property in the municipality for the payment of such deficiency; and may further covenant that at any time a deficiency is likely to occur within 1 year for the payment of principal and interest due on such bonds, it will levy a general tax upon all the taxable property in the municipality for the payment of such deficiency, and such taxes are not subject to any limitation of rate or amount applicable to other municipal taxes but shall be limited to a rate estimated to be sufficient to produce the amount of the deficiency. In the event more than one municipality having a population in excess of 10,000 is included in an authority issuing bonds pursuant to this chapter, the municipalities may apportion the obligation to levy taxes for the payment of, or in anticipation of, a deficiency in the revenues appropriated for such bonds in such manner as the municipalities may determine. The resolution shall state the principal amount and purpose of the bonds and the substance of the covenant respecting deficiencies. No such resolution becomes effective until the question of its approval has been submitted to the qualified electors of the municipality at a special election called for that purpose by the governing body of the municipality and a majority of the electors voting on the question have voted in favor thereof. The notice and conduct of the election shall be governed, to the extent applicable, by 7-7-4227 through 7-7-4232 for an election called by cities and towns, and 7-7-2229 through 7-7-2234 for an election called by counties. If a majority of the electors voting thereon vote against approval of the resolution, the municipality has no authority to make the covenant or to levy a tax for the payment of deficiencies pursuant to this section, but such municipality or authority may nevertheless issue bonds under this chapter payable solely from the sources referred to in subsection (1) above.

History: En. 1-912 by Sec. 11, Ch. 433, L. 1971; amd. Sec. 1, Ch. 501, L. 1973; amd. Sec. 7, Ch. 232, L. 1977; R.C.M. 1947, 1-912.

67-11-304. Sinking funds. An airport authority may create a sinking fund and accumulate therein the sum of $5 million together with interest thereon for the use, repairs, maintenance, and capital outlays of an airport.

History: En. 1-906 by Sec. 6, Ch. 433, L. 1971; amd. Sec. 1, Ch. 86, L. 1975; R.C.M. 1947, 1-906.

67-11-305. Federal and state moneys. (1) An authority may accept, receive, receipt for, and spend federal and state moneys and other moneys, public or private, made available by grant or loan, to accomplish any of the purposes of this chapter. All federal moneys accepted under this section shall be accepted and spent by the authority upon terms and conditions prescribed by the United States and consistent with state law. All state moneys accepted under this section shall be accepted and spent by the authority upon terms and conditions prescribed by the state.

(2) An authority may designate the department as its agent to accept, receive, receipt for, and disburse federal and state moneys and other moneys, public or private, made available by grant or loan, to accomplish in whole or in part any of the purposes of this chapter and may designate the department as its agent in contracting for and supervising the planning, acquisition, development, construction, improvement, maintenance, equipment, or operation of any airport or other air navigation facility. An authority may enter into an agreement with the department prescribing the terms and conditions of the agency in accordance with terms and

conditions prescribed by the United States, if federal money is involved, and in accordance with the applicable laws of this state. All federal moneys accepted under this section by the department shall be accepted and transferred or spent by the department upon terms and conditions prescribed by the United States. All moneys received by the department under this subsection shall be deposited in the state treasury and, unless otherwise prescribed by the agency from which the moneys were received, shall be kept in separate funds designated according to the purposes for which the moneys were made available and held by the state in trust for those purposes.

History: En. 1-915 by Sec. 14, Ch. 433, L. 1971; amd. Sec. 45, Ch. 348, L. 1974; R.C.M. 1947, 1-915.

67-11-306. Tax exemption. Any property in this state acquired by an authority for airport purposes, pursuant to the provisions of this chapter, and any income derived by the authority from the ownership, operation, or control thereof shall be exempt from taxation to the same extent as other property used for public purpose.

History: En. 1-920 by Sec. 19, Ch. 433, L. 1971; R.C.M. 1947, 1-920.

Part 4

Extraterritorial Airports

67-11-401. Out-of-state airport jurisdiction — reciprocity. (1) This section may be cited as the "Extraterritorial Airports Section".

(2) For the purpose of this section, "governmental agency" means any municipality, city, town, county, public corporation, or other public agency.

(3) This state or any governmental agency of this state having any powers with respect to planning, establishing, acquiring, developing, constructing, enlarging, improving, maintaining, equipping, operating, regulating, or protecting airports or air navigation facilities within this state may exercise those powers within any state or jurisdiction adjoining this state, subject to the laws of that state or jurisdiction.

(4) Any state adjoining this state or any governmental agency thereof may plan, establish, acquire, develop, construct, enlarge, improve, maintain, equip, operate, regulate, and protect airports and air navigation facilities within this state, subject to the laws of this state applicable to airports and air navigation facilities. The adjoining state or governmental agency shall have the power of eminent domain in this state, which shall be exercised in the manner provided by the laws of this state governing condemnation proceedings, provided that the power of eminent domain shall not be exercised unless the adjoining state authorizes the exercise of that power therein by this state or any governmental agency thereof having any of the powers mentioned in this section.

(5) The powers granted in this section may be exercised jointly by two or more states or governmental agencies, including this state and its governmental agencies, in such combination as may be agreed upon by them.

History: En. 1-922 by Sec. 21, Ch. 433, L. 1971; R.C.M. 1947, 1-922.

TITLE 68

Reserved

TITLE 69

PUBLIC UTILITIES AND CARRIERS

Ch.
1. Structure and Organization of State Agencies.
2. General Regulatory Provisions.
3. Regulation of Utilities.
4. Utility Lines and Facilities.
5. Power and Energy Companies.
6. Communication Utilities.
Chapters 7 through 10 reserved.
11. Regulation of Carriers.
12. Motor Carriers.
13. Pipeline Carriers.
14. Railroads.

CHAPTER 1

STRUCTURE AND ORGANIZATION OF STATE AGENCIES

Part 1 — Public Service Commission

Section
69-1-101. Definition of commission.
69-1-102. Creation of public service commission.
69-1-103. Composition of commission.
69-1-104. Public service commission districts.
69-1-105. Term of office.
69-1-106. Vacancies.
69-1-107. Chairman of commission.
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Part 2 — Consumer Committee and Consumer Counsel

69-1-201. Definitions.
Sections 69-1-202 through 69-1-210 reserved.
69-1-211. Meetings of committee.
69-1-212. Compensation of committee members.
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69-1-221. Staff of consumer counsel.
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69-1-223. Funding of office of consumer counsel.
69-1-224. Determination of fee.

Part 1

Public Service Commission

69-1-101. Definition of commission. As used in this title, the term "commission" means the public service commission provided for in 2-15-2602.

History: En. by Code Commissioner, 1979.

69-1-102. Creation of public service commission. A public service commission is hereby created, whose duty it shall be to supervise and regulate the operations of the public utilities hereinafter named. Such supervision and regulation shall be in conformity with chapter 3.

History: En. Sec. 1, Ch. 52, L. 1913; re-en. Sec. 3879, R.C.M. 1921; re-en. Sec. 3879, R.C.M. 1935; amd. Sec. 1, Ch. 339, L. 1974; R.C.M. 1947, 70-101(part).

69-1-103. Composition of commission. The commission shall consist of five members, who shall be qualified electors of the district from which they are elected, with each such member elected from a separate district of the state.

History: En. Sec. 1, Ch. 52, L. 1913; re-en. Sec. 3879, R.C.M. 1921; re-en. Sec. 3879, R.C.M. 1935; amd. Sec. 1, Ch. 339, L. 1974; R.C.M. 1947, 70-101(part).

69-1-104. Public service commission districts. In this state there are five public service commission districts, with one commissioner elected from each district, distributed as follows:

(1) first district: Blaine, Chouteau, Daniels, Dawson, Fergus, Garfield, Glacier, Golden Valley, Hill, Liberty, McCone, Musselshell, Petroleum, Phillips, Pondera, Prairie, Richland, Roosevelt, Sheridan, Toole, Valley, and Wibaux Counties;

(2) second district: Big Horn, Carbon, Carter, Custer, Fallon, Powder River, Rosebud, Stillwater, Sweetgrass, Treasure, and Yellowstone Counties;

(3) third district: Broadwater, Cascade, Jefferson, Judith Basin, Lewis and Clark, Meagher, Teton, and Wheatland Counties;

(4) fourth district: Beaverhead, Deer Lodge, Gallatin, Granite, Madison, Park, Powell, Ravalli, and Silver Bow Counties;

(5) fifth district: Flathead, Lake, Lincoln, Mineral, Missoula, and Sanders Counties.

History: En. 70-101.1 by Sec. 2, Ch. 339, L. 1974; R.C.M. 1947, 70-101.1.

69-1-105. Term of office. (1) Every term shall be for a period of 4 years. Said commissioners when elected will qualify at the time and in the manner provided by law for other state officers and shall take office on the first Monday of January, next after their election.

(2) Each of said members of said commission, so elected, shall serve until his successor is elected and qualified.

History: En. Sec. 1, Ch. 52, L. 1913; re-en. Sec. 3879, R.C.M. 1921; re-en. Sec. 3879, R.C.M. 1935; amd. Sec. 1, Ch. 339, L. 1974; R.C.M. 1947, 70-101(part).

69-1-106. Vacancies. Any vacancy occurring in the commission shall be filled by appointment by the governor. Such appointee shall hold office until the next general election and until his successor is elected and qualified. At the biennial election following the occurrence of any vacancy in the commission, there shall be elected one member to fill out the unexpired term for which such vacancy exists.

History: En. Sec. 1, Ch. 52, L. 1913; re-en. Sec. 3879, R.C.M. 1921; re-en. Sec. 3879, R.C.M. 1935; amd. Sec. 1, Ch. 339, L. 1974; R.C.M. 1947, 70-101(part).

69-1-107. Chairman of commission. A chairman shall be selected by the commission from its membership at the first meeting of each year after a general election.

History: En. Sec. 1, Ch. 52, L. 1913; re-en. Sec. 3879, R.C.M. 1921; re-en. Sec. 3879, R.C.M. 1935; amd. Sec. 1, Ch. 339, L. 1974; R.C.M. 1947, 70-101(part).

69-1-108. Secretary of commission. (1) The commission shall, immediately after its members have qualified, appoint a secretary, who shall possess the same qualifications as members of said commission, to serve during the pleasure of the commission.

(2) The secretary shall:

(a) keep a full and complete record of all proceedings of the commission;

(b) be the custodian of its records and file and preserve at the office of the commission all books, maps, documents, and papers entrusted to his care and be responsible to the commission for the same; and

(c) perform such other duties as the commission may prescribe.

History: (1)En. Sec. 5, Ch. 37, L. 1907; Sec. 4367, Rev. C. 1907; re-en. Sec. 3783, R.C.M. 1921; rep. in part by Ch. 176, L. 1931; re-en. Sec. 3783, R.C.M. 1935; Sec. 72-105, R.C.M. 1947; (2)En. Sec. 9, Ch. 37, L. 1907; Sec. 4371, Rev. C. 1907; re-en. Sec. 3790, R.C.M. 1921; re-en. Sec. 3790, R.C.M. 1935; Sec. 72-112, R.C.m. 1947; R.C.M. 1947, 72-105(part), 72-112.

69-1-109. Employment of personnel. The commission shall also have the power to appoint stenographers, inspectors, experts, and other persons whenever deemed expedient or necessary by said commission to the proper performance of its duties.

History: En. Sec. 5, Ch. 37, L. 1907; Sec. 4367, Rev. C. 1907; re-en. Sec. 3783, R.C.M. 1921; rep. in part by Ch. 176, L. 1931; re-en. Sec. 3783, R.C.M. 1935; R.C.M. 1947, 72-105(part).

69-1-110. Conduct of commission business. (1) The commission shall hold sessions at times and places in this state as may be expedient. A majority of the commission constitutes a quorum for the transaction of business.

(2) The members of the commission may administer oaths and affirmations.

(3) The commission may adopt rules to govern its proceedings and to regulate the mode and manner of all investigations and hearings concerning railroad companies and other parties before it in the establishment of rates, orders, charges, and other acts required of it under the law.

History: En. Sec. 3, Ch. 37, L. 1907; Sec. 4365, Rev. C. 1907; re-en. Sec. 3781, R.C.M. 1921; re-en. Sec. 3781, R.C.M. 1935; amd. Sec. 10, Ch. 315, L. 1974; R.C.M. 1947, 72-103.

69-1-111. Reimbursement for expenses. The commission, secretary, and such clerks, experts, and persons as may be employed shall be entitled to receive from the state their expenses while traveling on the business of the commission, as provided for in 2-18-501 through 2-18-503. Such expenditure shall be sworn to by the person who incurred the expenses and be approved by the chairman of the commission or his designee.

History: Ap. p. Sec. 32, Ch. 52, L. 1913; re-en. Sec. 3912, R.C.M. 1921; re-en. Sec. 3912, R.C.M. 1935; amd. Sec. 47, Ch. 439, L. 1975; amd. Sec. 1, Ch. 205, L. 1977; Sec. 70-134, R.C.M. 1947; Ap. p. Sec. 7, Ch. 37, L. 1907; Sec. 4369, Rev. C. 1907; re-en. Sec. 3785, R.C.M. 1921; re-en. Sec. 3785, R.C.M. 1935; amd. Sec. 11, Ch. 315, L. 1974; amd. Sec. 49, Ch. 439, L. 1975; Sec. 72-107, R.C.M. 1947; R.C.M. 1947, 70-134, 72-107.

69-1-112. Prohibition on acceptance of favors from railroads. (1) A public service commissioner or the secretary may not, directly or indirectly, solicit or request from or recommend to any railroad corporation or any officer, attorney, or agent thereof the appointment of any person to any place or position; nor shall any railroad corporation or its attorney or agent offer any place, appointment, or position or other consideration to such commissioners or to any clerks or employees of the commission; neither shall the commissioners or their secretary, clerks, agents, employees, or experts accept, receive, or request any pass from any railroad in this state, for themselves or for any other person, except as herein otherwise provided, or any present, gift, or gratuity of any kind from any railroad corporation.

(2) The request or acceptance by them, except as herein specified, of any such place or position, pass, present, gift, or other gratuity shall work a forfeiture of the office of the commissioner, secretary, clerk, agent, employee, or expert requesting or accepting the same. Any person violating any of the provisions of this section is guilty of a misdemeanor.

History: En. Sec. 31, Ch. 37, L. 1907; Sec. 4394, Rev. C. 1907; re-en. Sec. 3813, R.C.M. 1921; re-en. Sec. 3813, R.C.M. 1935; amd. Sec. 14, Ch. 315, L. 1974; R.C.M. 1947, 72-136.

69-1-113. Suspension of commissioner. If any commissioner shall fail to perform his duties as provided for in Chapter 37, Laws of 1907, he may be removed from office as provided for by 45-7-401. Upon complaint made and good cause shown, the governor is authorized to suspend any commissioner or commissioners, and if, in his judgment, the exigencies of the case require, the governor is authorized to appoint temporarily some competent person or persons to perform the duties of such suspended commissioner or commissioners during the period of such suspension.

History: En. Sec. 34, Ch. 37, L. 1907; Sec. 4397, Rev. C. 1907; re-en. Sec. 3816, R.C.M. 1921; re-en. Sec. 3816, R.C.M. 1935; R.C.M. 1947, 72-139(part).

Part 2

Consumer Committee and Consumer Counsel

69-1-201. Definitions. As used in this part and part 2 of chapter 2, the following definitions apply:

(1) "Committee" means the legislative consumer committee provided for in Title 5, chapter 15, part 2.

(2) "Consumer counsel" means the consumer counsel provided for in Title 5, chapter 15, part 2.

(3) "Regulated companies" means all those organizations, corporations, associations, or other public or private entities which now are or may hereafter become subject to regulation in any manner by the department of public service regulation or the public service commission or any successor agency.

History: Ap. p. Sec. 2, Ch. 65, L. 1973; Sec. 70-702, R.C.M. 1947; (2)En. by Code Commissioner, 1979; R.C.M. 1947, 70-702(part).

69-1-202 through 69-1-210 reserved.

69-1-211. Meetings of committee. The committee shall meet at least once each quarter to advise and consult with the consumer counsel.

History: En. Sec. 4, Ch. 65, L. 1973; amd. Sec. 1, Ch. 341, L. 1974; amd. Sec. 7, Ch. 103, L. 1977; R.C.M. 1947, 70-704(part).

69-1-212. Compensation of committee members. Committee members are entitled to receive compensation and expenses as provided in 5-2-302.

History: En. Sec. 4, Ch. 65, L. 1973; amd. Sec. 1, Ch. 341, L. 1974; amd. Sec. 7, Ch. 103, L. 1977; R.C.M. 1947, 70-704(part).

69-1-213 through 69-1-220 reserved.

69-1-221. Staff of consumer counsel. The consumer counsel may, with the approval of the committee, appoint employees and consultants necessary to carry out the provisions of this part and part 2 of chapter 2, within the limits of legislative appropriation.

History: En. Sec. 6, Ch. 65, L. 1973; R.C.M. 1947, 70-706.

69-1-222. Annual report. The consumer counsel shall prepare and submit a yearly report and such other interim reports he determines advisable concerning his activities during the year and may recommend appropriate remedial legislation to the committee.

History: En. Sec. 7, Ch. 65, L. 1973; amd. Sec. 2, Ch. 341, L. 1974; amd. Sec. 2, Ch. 138, L. 1975; amd. Sec. 1, Ch. 136, L. 1977; R.C.M. 1947, 70-707(7).

69-1-223. Funding of office of consumer counsel. (1) There is an account in the earmarked revenue fund to which all fees collected hereunder shall be deposited and from which all appropriations to the office of the consumer counsel shall be paid.

(2) In addition to all other licenses, fees, and taxes imposed by law, all regulated companies shall:

(a) within 90 days after the close of each calendar quarter, file with the department of public service regulation and the department of revenue a statement, in such form as the commission may determine, showing the gross operating revenue from all activities regulated by the commission within the state for that calendar quarter of operation or portion thereof; and

(b) at that time pay to the department of revenue a fee based on a fraction of the gross operating revenue reported, as determined by the department of revenue under 69-1-224(1).

History: En. Sec. 9, Ch. 65, L. 1973; amd. Sec. 1, Ch. 319, L. 1974; R.C.M. 1947, 70-709(1), (2).

69-1-224. Determination of fee. (1) Within 30 days following enactment of the legislative appropriation for the office of the consumer counsel, the department of revenue shall:

(a) determine the total gross operating revenue generated by all regulated activities within this state for all regulated companies for the previous fiscal year;

(b) compute the percentage of the amount determined in subsection (1)(a) which will produce an amount equal to the appropriation to the consumer counsel for each year of the appropriation, except that no regulated company owned and operated by any municipal corporation within this state shall be required to pay a sum in excess of .06 of 1% of its gross operating revenue; and

(c) give notice by mail to each regulated company of the percentage determined in subsections (1)(a) and (b) to be applied to the gross operating revenue reported under 69-1-223(2) to determine the amount of the fee to be paid in each year of the appropriation.

(2) In the event the fee charged in any one year of the biennium is in excess of the amount actually expended in that year, the excess shall be deducted from

the amount required for the first year of the next biennial appropriation before the determination for that year required by subsection (1)(a) is made.

History: En. Sec. 9, Ch. 65, L. 1973; amd. Sec. 1, Ch. 319, L. 1974; R.C.M. 1947, 70-709(3), (4).

CHAPTER 2

GENERAL REGULATORY PROVISIONS

Part 1 — Role of Public Service Commission

Section

69-2-101. Adoption of rules for rate cases.
69-2-102. Role of commission when consumer counsel protests.

Part 2 — Role of Consumer Counsel

69-2-201. Appearance at hearings by counsel.
69-2-202. Institution of and intervention in proceedings involving regulated companies.
69-2-203. Investigatory powers of counsel.
69-2-204. Representation of consuming public.
69-2-205. Violations.
Sections 69-2-206 through 69-2-210 reserved.
69-2-211. Notice to consumer counsel.
69-2-212. Notice to advise public of availability of consumer counsel.

Part 1

Role of Public Service Commission

69-2-101. Adoption of rules for rate cases. The commission shall adopt such rules of practice and procedure for the filing, investigation, and hearing of petitions or applications to increase or decrease rates and charges of railroads, motor carriers, and public utilities as the commission finds necessary or appropriate to enable it to reach a final decision in an orderly manner.

History: En. 70-104.1 by Sec. 1, Ch. 137, L. 1977; R.C.M. 1947, 70-104.1.

69-2-102. Role of commission when consumer counsel protests. In any case involving an application by a regulated entity to the commission for authority to increase its rates which is actively contested by the consumer counsel, the commission shall leave representation of the interests of consumers to the consumer counsel when he timely petitions to become a party to such case. Nothing contained herein prohibits the commission or its staff from investigating and interrogating in any hearing to clarify the case or present an issue. Evidence may be introduced by the commission on an issue that has not been adequately addressed by any party if the commission first requests counsel of record to address such issue and such counsel fails to introduce sufficient or adequate evidence.

History: En. 70-707.1 by Sec. 1, Ch. 474, L. 1977; R.C.M. 1947, 70-707.1.

Part 2

Role of Consumer Counsel

69-2-201. Appearance at hearings by counsel. The consumer counsel may appear at public hearings conducted by the commission, as the representative of the consuming public, on all matters which come before the commission which in any way affect the consuming public and shall have all the rights and powers of any party in interest appearing before the commission regarding examination and cross-examination of witnesses, presentation of evidence, and other matters.

History: En. Sec. 7, Ch. 65, L. 1973; amd. Sec. 2, Ch. 341, L. 1974; amd. Sec. 2, Ch. 138, L. 1975; amd. Sec. 1, Ch. 136, L. 1977; R.C.M. 1947, 70-707(1).

69-2-202. Institution of and intervention in proceedings involving regulated companies. (1) The consumer counsel may institute proceedings before the commission against regulated companies.

(2) The consumer counsel may institute, intervene in, or otherwise participate in appropriate proceedings in the state and federal courts and administrative agencies in the name of and on behalf of the utility and transportation consuming public of the state of Montana or substantial elements thereof, including review of decisions rendered by or failure to act by the commission and applications for restraining orders pending the investigation of and decision upon a matter by the commission, pursuant to 27-19-202 or 27-19-203.

History: En. Sec. 7, Ch. 65, L. 1973; amd. Sec. 2, Ch. 341, L. 1974; amd. Sec. 2, Ch. 138, L. 1975; amd. Sec. 1, Ch. 136, L. 1977; R.C.M. 1947, 70-707(2), (5).

69-2-203. Investigatory powers of counsel. (1) The consumer counsel has all the investigatory powers necessary to perform his duties as provided herein and all discovery powers sanctioned by the Montana Rules of Civil Procedure and the Montana Administrative Procedure Act. It is the specific intent of this section to provide the authority and availability of the process of discovery to the consumer counsel in administrative contested-case procedure. Violations of discovery procedure shall be heard and administered by the district court. In the event of an appeal to district court for enforcement of discovery procedures, the time limits imposed by 69-3-302 and 69-3-303 shall be suspended pending order of the district court.

(2) The consumer counsel may examine in any commission proceedings, under oath, any officer, director, manager, or employee of any regulated company and inspect the business and corporate records of any regulated company in accordance with the law to aid in the exercise of his duties.

History: En. Sec. 7, Ch. 65, L. 1973; amd. Sec. 2, Ch. 341, L. 1974; amd. Sec. 2, Ch. 138, L. 1975; amd. Sec. 1, Ch. 136, L. 1977; R.C.M. 1947, 70-707(3), (4).

69-2-204. Representation of consuming public. (1) The consumer counsel shall meet and confer with members or representatives of the consuming public at such times and places as he determines appropriate.

(2) The consumer counsel has such other powers necessary to fully represent the interests of the consuming public before the commission as may be granted and promulgated by the committee, in accordance with the provisions of the Montana Administrative Procedure Act.

History: En. Sec. 7, Ch. 65, L. 1973; amd. Sec. 2, Ch. 341, L. 1974; amd. Sec. 2, Ch. 138, L. 1975; amd. Sec. 1, Ch. 136, L. 1977; R.C.M. 1947, 70-707(6), (8).

69-2-205. Violations. (1) Any regulated company or any officer or employee of any regulated company who, with intent to evade any fee or any requirement of this part or part 2 of chapter 1 or any lawful requirement of the commission thereunder, fails to pay the fee, to make, render, sign, or verify any statement, or to supply any information, within the time required by or under the provisions of this part or part 2 of chapter 1, or who, with like intent, makes, renders, signs, or verifies any false or fraudulent statement or supplies any false or fraudulent information:

(a) shall be liable to a penalty of not more than $1,000, to be recovered by the attorney general, in the name of the state, by action in any court of competent jurisdiction; and

(b) shall also be guilty of a misdemeanor and shall, upon conviction, be fined not to exceed $1,000 or be imprisoned in the county jail not to exceed 1 year or both, at the discretion of the court.

(2) The certificate of the department of revenue to the effect that a fee has not been paid, that a report has not been filed, or that information has not been supplied, as required by or under the provisions of this part or part 2 of chapter 1, shall be prima facie evidence that such fee has not been paid, that such statement has not been filed, or that such information has not been supplied.

History: En. Sec. 9, Ch. 65, L. 1973; amd. Sec. 1, Ch. 319, L. 1974; R.C.M. 1947, 70-709(5), (6).

69-2-206 through 69-2-210 reserved.

69-2-211. Notice to consumer counsel. In addition to all other forms of notice of hearings conducted by the commission provided for in this title, notices of all hearings shall be served upon the consumer counsel.

History: En. 70-710 by Sec. 1, Ch. 212, L. 1974; R.C.M. 1947, 70-710.

69-2-212. Notice to advise public of availability of consumer counsel. All forms of notice of public hearings conducted by the commission under this title, including all notices posted in public places or published in the legal advertising sections of newspapers, shall advise members of the consuming public of the existence of the office of the consumer counsel and its availability to function on behalf of members of the consuming public.

History: En. 70-711 by Sec. 2, Ch. 212, L. 1974; R.C.M. 1947, 70-711.

CHAPTER 3

REGULATION OF UTILITIES

Part 1 — Role of Commission

Section
69-3-101. Meaning of term public utility.
69-3-102. Supervision and regulation of public utilities.
69-3-103. General powers and rulemaking authority of commission.
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Part 1

Role of Commission

69-3-101. Meaning of term public utility. The term "public utility", within the meaning of this chapter, shall embrace every corporation, both public and private, company, individual, association of individuals, their lessees, trustees, or receivers appointed by any court whatsoever, that now or hereafter may own, operate, or control any plant or equipment or any part of a plant or equipment within the state for the production, delivery, or furnishing for or to other persons, firms, associations, or corporations, private or municipal:

(1) heat;

(2) street-railway service;

(3) light;

(4) power in any form or by any agency;

(5) water for business, manufacturing, household use, or sewerage service, whether within the limits of municipalities, towns, and villages or elsewhere;

(6) telegraph or telephone service.

History: En. Sec. 3, Ch. 52, L. 1913; re-en. Sec. 3881, R.C.M. 1921; re-en. Sec. 3881, R.C.M. 1935; R.C.M. 1947, 70-103(part).

69-3-102. Supervision and regulation of public utilities. The commission is hereby invested with full power of supervision, regulation, and control of such public utilities, subject to the provisions of this chapter and to the exclusion of the jurisdiction, regulation, and control of such utilities by any municipality, town, or village.

History: En. Sec. 3, Ch. 52, L. 1913; re-en. Sec. 3881, R.C.M. 1921; re-en. Sec. 3881, R.C.M. 1935; R.C.M. 1947, 70-103(part).

69-3-103. General powers and rulemaking authority of commission. (1) In addition to the modes of procedure hereinafter prescribed in particular cases and classes of cases, said commission shall have power to prescribe rules of procedure and to do all things necessary and convenient in the exercise of the powers conferred by this chapter upon the commission; provided that nothing in this chapter shall be construed as vesting judicial powers on said commission or as denying to any person, firm, association, corporation, municipality, county, town, or village the right to test in a court of competent jurisdiction the legality or reasonableness of any fixed order made by the commission in the exercise of its duties or powers.

(2) The commission shall have the power to:

(a) adopt reasonable and proper rules relative to all inspections, tests, audits, and investigations;

(b) adopt and publish reasonable and proper rules to govern its proceedings; and

(c) regulate the mode and manner of all investigations and hearings of public utilities and other parties before it.

History: (1)En. Sec. 4, Ch. 52, L. 1913; re-en. Sec. 3882, R.C.M. 1921; re-en. Sec. 3882, R.C.M. 1935; Sec. 70-104, R.C.M. 1947; (2)En. Sec. 14, Ch. 52, L. 1913; re-en. Sec. 3894, R.C.M. 1921; re-en. Sec. 3894, R.C.M. 1935; Sec. 70-116, R.C.M. 1947; R.C.M. 1947, 70-104, 70-116(part).

69-3-104. Hearings to be open. All hearings shall be open to the public.

History: En. Sec. 14, Ch. 52, L. 1913; re-en. Sec. 3894, R.C.M. 1921; re-en. Sec. 3894, R.C.M. 1935; R.C.M. 1947, 70-116(part).

69-3-105. Access to commission records and reports. The reports, records, accounts, files, papers, and memoranda of every nature in the possession of the commission are open to the public at reasonable times, subject to the exception that when the commission considers it necessary, in the interest of the public, it may withhold from the public any facts or information in its possession for a period of not more than 90 days after the acquisition of the facts or information.

History: En. Sec. 9, Ch. 52, L. 1913; re-en. Sec. 3889, R.C.M. 1921; re-en. Sec. 3889, R.C.M. 1935; amd. Sec. 29, Ch. 93, L. 1969; amd. Sec. 7, Ch. 315, L. 1974; R.C.M. 1947, 70-111.

69-3-106. Supervision of management of public utilities. (1) The commission shall have authority to inquire into the management of the business of all public utilities, shall keep itself informed as to the manner and method in which the same is conducted, and shall have the right to obtain from any public utility all necessary information to enable the commission to perform its duties.

(2) The commission, any commissioner, or any person or persons employed by the commission for that purpose shall, upon demand, have the right to inspect the books, accounts, papers, records, and memoranda of any public utility and to examine, under oath, any officer, agent, or employee of such public utility in relation to its business and affairs. Any person, other than one of said commissioners, who shall make such demand shall produce his authority to make such inspection.

(3) The commission may require by order or subpoena, to be served on any public utility in the same manner that a summons is served in a civil action in the district court, the production, within this state and at such time and place as it may designate, of any books, accounts, papers, or records kept by such public utility in any office or place without the state or verified copies in lieu thereof, if the commission shall so order, in order that an examination thereof may be made by the commission or under its direction. Any public utility failing or refusing to comply with any such order or subpoena shall be subject to the liability named in 69-3-206.

History: En. Sec. 15, Ch. 52, L. 1913; re-en. Sec. 3895, R.C.M. 1921; re-en. Sec. 3895, R.C.M. 1935; R.C.M. 1947, 70-117.

69-3-107. Investigation and reports of accidents. (1) The commission, some member thereof, or some person deputed by it shall investigate and make inquiry into every accident occurring in the operation of any public utility in this state resulting in death or injury to any person of such gravity as to require 3 days or more of hospitalization. The report of the accident shall be filed in the office of the commission.

(2) It is hereby made the duty of every public utility operating within this state, promptly upon the occurrence of any accident in the public utility's operation and resulting in death or injury to any person of such gravity as to require hospitalization, to report the accident within the next 2 business days, followed by written report in which shall be stated the time and place of accident, the names of persons killed or injured, and in concise form the nature and cause of such accident. For any other accident occurring in a public utility's operation and resulting in injury, a public utility shall submit a written report to the commission within the 20 days after the occurrence of the accident. The commission shall prescribe forms for the purpose of making such written reports.

History: En. Sec. 27, Ch. 52, L. 1913; re-en. Sec. 3907, R.C.M. 1921; re-en. Sec. 3907, R.C.M. 1935; amd. Sec. 1, Ch. 472, L.1977; R.C.M. 1947, 70-129.

69-3-108. Standards for and examinations of products and services. (1) The commission shall ascertain and prescribe for each kind of public utility suitable and convenient commercial units of product or service. These shall be lawful units for the purposes of this chapter.

(2) The commission shall ascertain and fix adequate and serviceable standards for the measurement of quality, pressure, initial voltage, or other conditions pertaining to the supply of the product or service rendered by any public utility and prescribe reasonable regulations for examination and testing of such product or service and for the measurement thereof.

(3) The commission shall provide for the examination and testing of any and all appliances used for the measuring of any product or service of a public utility. Any consumer or user may have any such appliances tested upon payment of the fees fixed by the commission. The commission shall establish and declare reaso-

able fees to be paid for testing such appliances on the request of the consumers or users, the fee to be paid by the consumer or user at the time of his request. These fees, however, shall be paid by the public utility and repaid to the complaining party if the quality or quantity of the product or the character of the service is found by the commission defective or insufficient in a degree to justify the demand for testing, or the commission may apportion the fees between the parties as justice may require.

(4) The commission may, in its discretion, purchase such materials, apparatus, and standard measuring instruments for such examinations and tests as it may deem necessary.

(5) The commission or its agents, experts, or examiners shall have the power to enter upon any premises occupied by any public utility for the purpose of making the examinations and tests provided in this chapter and to set up and use on such premises any apparatus and appliances and occupy reasonable space therefor. Any public utility refusing to allow such examinations to be made, as herein provided, shall be subject to the penalties prescribed in 69-3-206.

History: En. Sec. 10, Ch. 52, L. 1913; re-en. Sec. 3890, R.C.M. 1921; re-en. Sec. 3890, R.C.M. 1935; R.C.M. 1947, 70-112.

69-3-109. Ascertaining property values. The commission may, in its discretion, investigate and ascertain the value of the property of every public utility actually used and useful for the convenience of the public. The commission is not bound to accept or use any particular value in determining rates; provided, that if any value is used, such value may not exceed the original cost of the property. In making such investigation the commission may avail itself of all information contained in the assessment rolls of various counties, the public records of the various branches of the state government, or any other information obtainable, and the commission may at any time of its own initiative make a revaluation of such property.

History: En. Sec. 6, Ch. 52, L. 1913; re-en. Sec. 3884, R.C.M. 1921; re-en. Sec. 3884, R.C.M. 1935; amd. Sec. 1, Ch. 28, L. 1975; R.C.M. 1947, 70-106.

69-3-110. Enforcement of public utility law. (1) The commission shall inquire into any neglect or violation of the laws of this state by any such public utility, as hereinbefore defined, doing business therein or by the officers, agents, or employees thereof. The commission shall have the power and it shall be its duty to enforce the provisions of this chapter and report all violations thereof to the attorney general.

(2) All rates, fares, charges, classifications, and joint rates fixed by the commission shall be enforced and shall be prima facie lawful from the date of the order until changed or modified by the commission or in pursuance of part 4. All regulations, practices, and services prescribed by the commission shall be enforced and action shall be brought for that purpose, pursuant to the provisions of part 4, or until changed or modified by the commission itself upon satisfactory showing made.

(3) Upon the request of the commission it shall be the duty of the attorney general or the prosecuting attorney of the proper or any county to aid in any investigations, prosecutions, hearing, or trial had under the provisions of this chapter and to institute and prosecute all necessary actions or proceedings for the enforcement of this chapter.

(4) Any forfeiture or penalty herein provided shall be recovered and suit thereon shall be brought in the name of the state of Montana in the district court of any county having jurisdiction of the defendant. The attorney general of Montana shall be the counsel in any proceeding, investigation, hearing, or trial prosecuted or defended by the commission, as also shall any prosecuting attorney

selected by said commission or other special counsel furnished said commission in any county where such action is pending.

(5) In addition to all the other remedies provided by this chapter for the prevention and punishment of any and all violations of the provisions thereof and all orders of the commission, the commission may compel compliance with the provisions of this chapter and of the orders of the commission by proceedings in mandamus, injunction, or by other civil remedies.

History: (1), (3)En. Sec. 24, Ch. 52, L. 1913; re-en. Sec. 3904, R.C.M. 1921; re-en. Sec. 3904, R.C.M. 1935; Sec. 70-126, R.C.M. 1947; (2)En. Sec. 25, Ch. 52, L. 1913; re-en. Sec. 3905, R.C.M. 1921; re-en. Sec. 3905, R.C.M. 1935; Sec. 70-127, R.C.M. 1947; (4)En. Sec. 30, Ch. 52, L. 1913; re-en. Sec. 3910, R.C.M. 1921; re-en. Sec. 3910, R.C.M. 1935; Sec. 70-132, R.C.M. 1947; (5)En. Sec. 31, Ch. 52, L. 1913; re-en. Sec. 3911, R.C.M. 1921; re-en. Sec. 3911, R.C.M. 1935; Sec. 70-133, R.C.M. 1947; R.C.M. 1947, 70-126, 70-127, 70-132, 70-133.

Part 2

Requirements for Public Utilities

69-3-201. Utilities to provide adequate service at reasonable charges. Every public utility is required to furnish reasonably adequate service and facilities. The charge made by any public utility for any heat, light, power, water, telegraph, or telephone service produced, transmitted, delivered, or furnished or for any service to be rendered as or in connection with any public utility shall be reasonable and just, and every unjust and unreasonable charge is prohibited and declared unlawful.

History: En. Sec. 5, Ch. 52, L. 1913; re-en. Sec. 3883, R.C.M. 1921; re-en. Sec. 3883, R.C.M. 1935; R.C.M. 1947, 70-105.

69-3-202. Records of public utilities. (1) Every public utility shall keep and render to the commission, in the manner and form prescribed by the commission, uniform accounts of all business transacted.

(2) Every public utility engaged directly or indirectly in any other businesses than those mentioned in 69-3-101 shall, if required by the commission, keep and render separately to the commission, in like manner and form, the accounts of all such other businesses, in which case all the provisions of this chapter shall apply with like force and effect to the books, accounts, papers, and records of such other businesses.

(3) The commission shall cause to be prepared suitable blanks for carrying out the purposes of this chapter and shall, when necessary, furnish such blanks to each public utility. No public utility shall keep any other books, accounts, papers, or records of the business transacted than those prescribed or approved by the commission.

(4) Each public utility shall have an office in one of the towns, villages, or cities in this state in which its property or some part thereof is located and shall keep in said office all such books, accounts, papers, and records as shall be required by the commission to be kept within the state. No books, accounts, papers, or records required by the commission to be kept within the state shall at any time be removed from the state except upon such conditions as may be prescribed by the commission.

(5) Any commissioner or any person or persons authorized by the commission shall have the right to examine the books, accounts, records, and papers of any public utility for the purposes of determining their correctness and whether they

are being kept in accordance with the rules and system prescribed by the commission.

History: (1) thru (4)En. Sec. 7, Ch. 52, L. 1913; re-en. Sec. 3885, R.C.M. 1921; re-en. Sec. 3885, R.C.M. 1935; Sec. 70-107, R.C.M. 1947; (5)En. Sec. 7, Ch. 52, L. 1913; re-en. Sec. 3887, R.C.M. 1921; re-en. Sec. 3887, R.C.M. 1935; Sec. 70-109, R.C.M. 1947; R.C.M. 1947, 70-107, 70-109.

69-3-203. Annual report to commission. (1) The accounts of all public utilities shall be closed annually on either June 30 or December 31, a balance sheet taken promptly therefrom, and full annual reports of the business of such utility made to the commission, not later than the first following September 15 if such accounts are closed on June 30 and not later than March 15 of the first following year when such accounts are closed on December 31.

(2) The reports shall be in such form as prescribed by the commission and shall contain all the information deemed by the commission necessary for the proper performance of its duties. The commission may at any time call for desired information omitted from such reports or not provided for therein whenever, in the judgment of the commission, such information is necessary.

History: En. Sec. 7, Ch. 52, L. 1913; amd. Sec. 1, Ch. 186, L. 1919; re-en. Sec. 3886, R.C.M. 1921; amd. Sec. 1, Ch. 172, L. 1929; re-en. Sec. 3886, R.C.M. 1935; amd. Sec. 1, Ch. 160, L. 1945; amd. Sec. 1, Ch. 24, L. 1947; R.C.M. 1947, 70-108.

69-3-204. Fees to be charged by commission. (1) The public service commission shall, except as otherwise provided by law, require and receive fees before filing annual reports, schedules, and supplements of these and shall require and receive fees for copies of orders, documents, classifications, blank forms, and other instruments prepared by it or on file in its office, unless provided by law to be furnished free of charge, under the following schedule:

(a) filing annual reports, each..$ 5.00;
(b) classification for public utilities, each ....$ 1.50;
(c) for blank forms of annual reports for utilities.. cost.

(2) This section does not require or authorize the public service commission to collect fees for the filing of annual reports, schedules, and supplements of these which relate solely to interstate commerce.

History: En. Sec. 1, Ch. 100, L. 1935; re-en. Sec. 3847.26, R.C.M. 1935; amd. Sec. 1, Ch. 73, L. 1947; amd. Sec. 1, Ch. 67, L. 1971; amd. Sec. 4, Ch. 315, L. 1974; amd. Sec. 5, Ch. 472, L. 1977; R.C.M. 1947, 8-126(part).

69-3-205. Verification of reports and other papers. Every annual report, record, or statement required by this chapter to be made to the commission shall be sworn to by the proper officer, agent, or person in charge of such public utility. Any intentionally false oath as to the correctness of such report, record, or statement shall be deemed perjury, and the person making such false oath shall upon conviction be punished as in the case of other perjuries.

History: En. Sec. 29, Ch. 52, L. 1913; re-en. Sec. 3909, R.C.M. 1921; re-en. Sec. 3909, R.C.M. 1935; R.C.M. 1947, 70-131.

69-3-206. Penalty for failure to make reports or permit examinations. (1) Any officer, agent, or person in charge of the books, accounts, records, and papers or any of them of any public utility who shall refuse or fail for a period of 30 days to furnish the commission with any report required by the provisions of this chapter and any officer, agent, or person in charge of any particular books, accounts, records, or papers relating to the business of such public utility who shall refuse to permit any commissioner or other person duly authorized by the commission to inspect such books, accounts, records, or papers on behalf of the commission shall be subject to a fine of not less than $100 or more than $1,000.

(2) Such fine shall be recovered in a civil action upon the complaint of the commission in any court of competent jurisdiction. Each day's refusal or failure on the part of such officer, agent, or person in charge shall be deemed a separate offense and be subject to the penalty herein prescribed.

History: En. Sec. 8, Ch. 52, L. 1913; re-en. Sec. 3888, R.C.M. 1921; re-en. Sec. 3888, R.C.M. 1935; amd. Sec. 1, Ch. 248, L. 1969; R.C.M. 1947, 70-110(part).

69-3-207. Penalty for violation of safety regulations. (1) Every firm, person, corporation, or association violating any safety regulation of the commission shall be subject to a fine of not less than $100 or more than $1,000.

(2) Such fine shall be recovered in a civil action upon the complaint of the commission in any court of competent jurisdiction. Each day in which a violation of a safety regulation persists shall be deemed a separate offense and be subject to the penalty herein prescribed.

History: En. Sec. 8, Ch. 52, L. 1913; re-en. Sec. 3888, R.C.M. 1921; re-en. Sec. 3888, R.C.M. 1935; amd. Sec. 1, Ch. 248, L. 1969; R.C.M. 1947, 70-110(part).

69-3-208. Effect of failure by utility to cooperate with commission. Any officer, agent, or employee of any public utility shall be subject to the penalty prescribed in 69-3-206 whenever the officer, agent, or employee shall:

(1) willfully fail or refuse to fill out and return any blanks as required by this chapter;

(2) willfully fail or refuse to answer any questions therein propounded;

(3) knowingly or willfully give a false answer to any such questions or evade the answer to such questions, where the fact inquired of is within his knowledge; or

(4) upon proper demand, willfully fail or refuse to exhibit to any commission or any commissioners or any person also authorized to examine the same, any book, paper, or account of such public utility which is in his possession or under his control.

History: En. Sec. 23, Ch. 52, L. 1913; re-en. Sec. 3903, R.C.M. 1921; re-en. Sec. 3903, R.C.M. 1935; R.C.M. 1947, 70-125.

69-3-209. Violations of public utility laws or orders. If any public utility shall violate any provision of this chapter, shall do any act herein prohibited, or shall fail or refuse to perform any duty enjoined upon it or upon failure of any public utility to place in operation any rate or joint rate or do any act herein prohibited, for which a penalty has not been provided, or shall fail, neglect, or refuse to obey any lawful requirement or order made by the commission or any court, for every such violation, failure, or refusal, such public utility shall be subject to the penalty prescribed by 69-3-206.

History: En. Sec. 28, Ch. 52, L. 1913; re-en. Sec. 3908, R.C.M. 1921; re-en. Sec. 3908, R.C.M. 1935; R.C.M. 1947, 70-130.

Part 3

Ratemaking Procedures

69-3-301. Schedule of rates, tolls, and charges. (1) Every public utility shall file with the commission, within a time fixed by the commission, schedules which shall be open to public inspection showing all rates, tolls, and charges which it has established and are in force at the time for any service performed by it within the state or for any service in connection therewith or performed by any public utility controlled or operated by it. The rates, tolls, and charges shown on such schedules shall not exceed the rates, tolls, and charges in force on March 4, 1913. Every public utility shall file with and as a part of such schedule all rules that in any manner affect the rates charged or to be charged for any service. When a schedule of joint rates or charges is or may be in force between two or more public utilities, such schedule shall in like manner be printed and filed with the commission.

(2) A copy of so much of said schedule as the commission shall deem necessary for the use of the public shall be printed in plain type and kept on file in every station or office of such public utility where payments are made by the consumers or users, open to the public and in such form and place as to be readily accessible to the public and as can be conveniently inspected.

History: En. Sec. 11, Ch. 52, L. 1913; re-en. Sec. 3891, R.C.M. 1921; re-en. Sec. 3891, R.C.M. 1935; amd. Sec. 1, Ch. 115, L. 1975; amd. Sec. 1, Ch. 435, L. 1977; amd. Sec. 1, Ch. 467, L. 1977; R.C.M. 1947, 70-113(part).

69-3-302. Changes in schedules. (1) No change shall be made in any schedule, including schedules of joint rates, except as approved by the commission or upon the passage of 9 months.

(2) Notwithstanding any provision of this title to the contrary and notwithstanding the existence of and authorization for the office of consumer counsel, the rates, tolls, or charges set forth in any schedule filed with the commission pursuant to 69-3-301 shall become effective and be lawful rates, tolls, or charges for the utility service rendered 9 months after the date upon which the schedule was filed under the rules of practice and procedure for filing as adopted by the commission or upon commission approval, whichever shall occur first. However, if the rates, tolls, or charges become effective because of the passage of 9 months' time, the revenues collected thereunder shall be subject to rebate, plus interest at the rate of 10% per year, to the extent that the rates, tolls, or charges ultimately approved by the commission in its final decision produce revenues which are less than those collected under the filed schedules.

History: En. Sec. 11, Ch. 52, L. 1913; re-en. Sec. 3891, R.C.M. 1921; re-en. Sec. 3891, R.C.M. 1935; amd. Sec. 1, Ch. 115, L. 1975; amd. Sec. 1, Ch. 435, L. 1977; amd. Sec. 1, Ch. 467, L. 1977; R.C.M. 1947, 70-113(part).

69-3-303. Notice and hearing on proposed change. (1) Before it may approve any change increasing the rate or rates for utility service in a schedule generally affecting consumers in a utility's service area or before any change may become effective due to the passage of 9 months, the commission shall publish a notice of the proposed change, conforming to the requirements of 2-4-601 in one or more newspapers published and of general circulation within the area affected by the proposed change. This notice shall announce a hearing on the proposed change and shall inform interested persons how they may petition the commission to become parties to the hearing.

(2) The commission shall proceed to conduct the hearing under the Montana Administrative Procedure Act. The final decision of the commission in any matter decided after a hearing conducted pursuant to this section shall conform to the requirements of a decision in a contested case under the Montana Administrative Procedure Act.

(3) The consumer counsel may in his discretion petition to become a party to the hearing.

History: En. Sec. 11, Ch. 52, L. 1913; re-en. Sec. 3891, R.C.M. 1921; re-en. Sec. 3891, R.C.M. 1935; amd. Sec. 1, Ch. 115, L. 1975; amd. Sec. 1, Ch. 435, L. 1977; amd. Sec. 1, Ch. 467, L. 1977; R.C.M. 1947, 70-113(part).

69-3-304. Temporary approval of rate increases. The commission may, in its discretion, temporarily approve increases pending a hearing or final decision. If the final decision is to disapprove the increase, the commission shall order a rebate to all consumers for the amount collected retroactive to the date of the temporary approval. An order of the commission approving or denying a temporary rate increase shall be an intermediate agency action subject to judicial review under the Montana Administrative Procedure Act.

History: En. Sec. 11, Ch. 52, L. 1913; re-en. Sec. 3891, R.C.M. 1921; re-en. Sec. 3891, R.C.M. 1935; amd. Sec. 1, Ch. 115, L. 1975; amd. Sec. 1, Ch. 435, L. 1977; amd. Sec. 1, Ch. 467, L. 1977; R.C.M. 1947, 70-113(part).

69-3-305. Deviations from scheduled rates, tolls, and charges. (1) It shall be unlawful for any public utility to:

(a) charge, demand, collect, or receive a greater or less compensation for any service performed by it within the state or for any service in connection therewith than is specified in such printed schedules, including schedules of joint rates, as may at the time be in force;

(b) demand, collect, or receive any rate, toll, or charge not specified in such schedules; or

(c) grant any rebate, concession, or special privilege to any consumer or user, which, directly or indirectly, shall or may have the effect of changing the rates, tolls, charges, or payments.

(2) The rates, tolls, and charges named therein shall be the lawful rates, tolls, and charges until the same are changed, as provided in this chapter.

(3) Any violation of the provisions of this section shall subject the violator to the penalty prescribed in 69-3-206. This, however, does not have the effect of suspending, rescinding, invalidating, or in any way affecting existing contracts.

History: En. Sec. 12, Ch. 52, L. 1913; re-en. Sec. 3892, R.C.M. 1921; re-en. Sec. 3892, R.C.M. 1935; R.C.M. 1947, 70-114.

69-3-306. Classification of service. The commission may prescribe classifications of the service of all public utilities. Such classifications may take into account the quantity used, the time when used, and any other reasonable consideration. Each public utility is required to conform its schedule of rates, tolls, and charges to such classifications.

History: En. Sec. 13, Ch. 52, L. 1913; re-en. Sec. 3893, R.C.M. 1921; re-en. Sec. 3893, R.C.M. 1935; R.C.M. 1947, 70-115.

69-3-307. Treatment of advertisement costs and contributions. Costs or expenses incurred by public utilities for advertising, transfers of funds without full and adequate consideration, contributions, donations, and gifts may not be treated as expenses deductible from income or from capital assets or in any other manner by the public service commission in setting or regulating rates which may be charged by the public utilities pursuant to this chapter. This section shall not apply to advertising which encourages the conservation of energy or product safety or informs the public of the availability of alternative forms of energy or recommends usage at times of lower rates or lower demand. Furthermore, for communications public utilities, the provisions of this section shall not apply to advertising which relates to special equipment that is available to aid the handicapped or to special services that are designed to protect the public health, welfare, and safety or promote more efficient use of a communications system.

History: En. 70-121.1 by Sec. 1, Ch. 297, L. 1975; R.C.M. 1947, 70-121.1.

69-3-308 through 69-3-320 reserved.

69-3-321. Complaints against public utility — hearing. (1) The commission shall proceed, with or without notice, to make such investigation as it may deem necessary upon a complaint made against any public utility by any mercantile, agricultural, or manufacturing society or club; by any body politic or municipal organization or association, the same being interested; or by any person, firm, or corporation, provided such person, firm, or corporation is directly affected thereby, that:

(a) any of the rates, tolls, charges, or schedules or any joint rate or rates are in any way unreasonable or unjustly discriminatory;

(b) any regulations, measurements, practices, or acts whatsoever affecting or relating to the production, transmission, delivery, or furnishing of heat, light, water, or power or any service in connection therewith or the conveyance of any telegraph or telephone message or any service in connection therewith is in any respect unreasonable, insufficient, or unjustly discriminatory; or

(c) any service is inadequate.

(2) No order affecting such rates, tolls, charges, schedules, regulations, measurements, practices, or acts complained of shall be entered without a formal hearing, except the commission may issue an order to provide service to a residential consumer pending a hearing on a complaint by such consumer or by the consumer counsel on behalf of such consumer against a public utility, providing that the hearing is held within 20 days unless further delayed by consent of all parties.

History: En. Sec. 17, Ch. 52, L. 1913; re-en. Sec. 3897, R.C.M. 1921; re-en. Sec. 3897, R.C.M. 1935; amd. Sec. 1, Ch. 138, L. 1975; R.C.M. 1947, 70-119(part).

69-3-322. Treatment of multiple complaints. When complaint is made of more than one rate, charge, or practice, the commission may, in its discretion, order separate hearings upon the several matters complained of and at such times and places as it may prescribe.

History: En. Sec. 19, Ch. 52, L. 1913; re-en. Sec. 3899, R.C.M. 1921; re-en. Sec. 3899, R.C.M. 1935; R.C.M. 1947, 70-121(part).

69-3-323. Complaint by public utility. Any public utility may make complaint as to any matter affecting its own product or service with like effect as though made by any mercantile, agricultural, or manufacturing society; body politic or municipal organization; or person. Notice of the hearing upon any such complaint shall be given to the persons interested in such manner as the commission may by rule prescribe.

History: En. Sec. 19, Ch. 52, L. 1913; re-en. Sec. 3899, R.C.M. 1921; re-en. Sec. 3899, R.C.M. 1935; R.C.M. 1947, 70-121(part).

69-3-324. Initiation of action by commission itself. The commission may at any time, upon its own motion, investigate any of the rates, tolls, charges, rules, practices, and services and after a full hearing as provided in this part may make by order such changes as may be just and reasonable, the same as if a formal complaint had been made.

History: En. Sec. 19, Ch. 52, L. 1913; re-en. Sec. 3899, R.C.M. 1921; re-en. Sec. 3899, R.C.M. 1935; R.C.M. 1947, 70-121(part).

69-3-325. Notice of hearing. The commission shall give the public utility and the complainant or complainants at least 10 days' notice of the time when and the place where such hearing will be held.

History: En. Sec. 17, Ch. 52, L. 1913; re-en. Sec. 3897, R.C.M. 1921; re-en. Sec. 3897, R.C.M. 1935; amd. Sec. 1, Ch. 138, L. 1975; R.C.M. 1947, 70-119(part).

69-3-326. Conduct of hearing. At the hearing both the complainant and the public utility shall have the right to appear by counsel or otherwise and be fully heard. Either party shall be entitled to an order by the commission for the appearance of witnesses or the production of books, papers, and documents containing material testimony. Witnesses appearing upon the order of the commission shall be entitled to the same fees and mileage as witnesses in civil cases in the courts of the state, and the same shall be paid out of the state treasury in the same manner as other claims against the state are paid. No fees or mileage shall be allowed unless the chairman of the commission shall certify to the correctness of the claim.

History: En. Sec. 17, Ch. 52, L. 1913; re-en. Sec. 3897, R.C.M. 1921; re-en. Sec. 3897, R.C.M. 1935; amd. Sec. 1, Ch. 138, L. 1975; R.C.M. 1947, 70-119(part).

69-3-327. Subpoena of witnesses. If any party ordered to appear before the commission as a witness shall fail to obey such order, the commission or any member or the secretary thereof may apply to the clerk of the nearest district court for a subpoena commanding the attendance of said witness before the commission. It shall be the duty of such clerk to issue such subpoena and of any peace officer to serve the same. Disobedience to such subpoena shall be deemed a contempt of court and punished accordingly.

History: En. Sec. 18, Ch. 52, L. 1913; re-en. Sec. 3898, R.C.M. 1921; re-en. Sec. 3898, R.C.M. 1935; R.C.M. 1947, 70-120.

69-3-328. Depositions of witnesses. The commission or any party to any proceeding before it may cause the depositions of witnesses to be taken in the manner prescribed by law for like depositions in civil actions.

History: En. Sec. 20, Ch. 52, L. 1913; re-en. Sec. 3900, R.C.M. 1921; re-en. Sec. 3900, R.C.M. 1935; R.C.M. 1947, 70-122.

69-3-329. Immunity for witnesses. (1) No person shall be excused from testifying or from producing books and papers in any proceedings based upon or growing out of any alleged violation of the provisions of this chapter on the ground of or for the reason that the testimony or evidence, documentary or otherwise, required of him may tend to incriminate or subject him to penalty or forfeiture. Except as provided in subsection (2), no person having so testified shall be prosecuted or subjected to any penalty or forfeiture for or on account of any transaction, matter, or thing concerning which he may have testified or produced any documentary evidence.

(2) No person so testifying shall be exempted from prosecution or punishment for perjury in so testifying.

History: En. Sec. 22, Ch. 52, L. 1913; re-en. Sec. 3902, R.C.M. 1921; re-en. Sec. 3902, R.C.M. 1935; R.C.M. 1947, 70-124.

69-3-330. Decision by commission. (1) If, upon such hearing and due investigation, the rates, tolls, charges, schedules, or joint rates shall be found to be unjust, unreasonable, or unjustly discriminatory or to be preferential or otherwise in violation of the provisions of this chapter, the commission shall have the power to fix and order substituted therefor such rates, tolls, charges, or schedules as shall be just and reasonable.

(2) If it shall in like manner be found that any regulation, measurement, practice, act, or service complained of is unjust, unreasonable, insufficient, preferential, unjustly discriminatory, or otherwise in violation of the provisions of this chapter or if it be found that the service is inadequate or that any reasonable service cannot be obtained, the commission shall have power to substitute therefor such other

regulations, measurements, practices, services, or acts and make such order relating thereto as may be just and reasonable.

(3) In any decision ordering a change in the rates which may be charged for electricity or natural gas, the commission shall list each expenditure submitted by the utility for allowance as an operating cost which is disallowed by the commission as an element of operating costs. The list of disallowed expenditures shall appear in the written decision of the commission and shall itemize each expenditure by amount, category, and purpose.

History: (1), (2)En. Sec. 19, Ch. 52, L. 1913; re-en. Sec. 3899, R.C.M. 1921; re-en. Sec. 3899, R.C.M. 1935; Sec. 70-121, R.C.M. 1947; (3)En. 70-136 by Sec. 1, Ch. 290, L. 1975; Sec. 70-136, R.C.M. 1947; R.C.M. 1947, 70-121(part), 70-136.

Part 4

Review of Commission Actions

69-3-401. Effective date of commission orders. All orders of the commission shall become operative within 20 days after the filing of the order by the commission, subject to the right of stay and injunction as provided in this part.

History: En. Sec. 26, Ch. 52, L. 1913; re-en. Sec. 3906, R.C.M. 1921; re-en. Sec. 3906, R.C.M. 1935; amd. Sec. 1, Ch. 56, L. 1937; amd. Sec. 1, Ch. 475, L. 1977; R.C.M. 1947, 70-128(part).

69-3-402. Action to challenge commission order. (1) Any party in interest being dissatisfied with an order of the commission fixing any rate, fare, charge, classification, or joint rate or any order fixing any regulation, practice, or service may, within 30 days, commence an action in the district court of the proper county against the commission and other interested parties as defendants to vacate and set aside any such order on the ground that the rate, fare, charge, classification, or joint rate fixed in such order is unlawful or unreasonable or that any such regulation, practice, or service fixed in such order is unlawful or unreasonable.

(2) The commission and other parties defendant shall file their answer to said complaint within 20 days after the service thereof, whereupon such action shall be at issue and stand ready for trial upon 20 days' notice to either party.

(3) All actions brought under this part shall have precedence over any civil cause of a different nature pending in such court, and the court shall always be deemed open for the trial thereof. The action shall be tried and determined as other civil actions. Any party to such action may introduce evidence in addition to the transcript of the evidence offered to such commission.

(4) In all actions under this part, the burden of proof shall be upon the party attacking or resisting the order of the commission to show that the order is unlawful or unreasonable, as the case may be.

History: En. Sec. 26, Ch. 52, L. 1913; re-en. Sec. 3906, R.C.M. 1921; re-en. Sec. 3906, R.C.M. 1935; amd. Sec. 1, Ch. 56, L. 1937; amd. Sec. 1, Ch. 475, L. 1977; R.C.M. 1947, 70-128(part).

69-3-403. Injunctive relief. (1) Any party in interest, being dissatisfied with the order of the commission fixing any rate, fare, charge, classification, or joint rate or any order fixing or prescribing any rule, practice, or service, may apply to the district court having jurisdiction for an injunction, staying and suspending the operation of the order of the commission pending the final determination of the reasonableness and lawfulness of said order in the courts. Upon proper showing an injunction shall be issued by such court.

(2) As a condition to the granting of such injunction, the court shall require of the party seeking such injunction an undertaking entered into on the part of the plaintiff, supported by responsible corporate surety, in such reasonable sum as the court shall direct, to the effect that the plaintiff will pay all damages which the opposite party may sustain by reason of the delay or prevention of the order of the commission becoming effective if said order is sustained in the final determination, or in proceedings involving rates, the court may in the alternative require the difference between the existing rate and the commission ordered rate to be impounded under the direction of the court, pending the final determination of the action.

History: En. Sec. 26, Ch. 52, L. 1913; re-en. Sec. 3906, R.C.M. 1921; re-en. Sec. 3906, R.C.M. 1935; amd. Sec. 1, Ch. 56, L. 1937; amd. Sec. 1, Ch. 475, L. 1977; R.C.M. 1947, 70-128(part).

69-3-404. Effect of introduction of new evidence — resubmission to commission. (1) If upon the trial of such action evidence shall be introduced by the plaintiff which is found by the court to be different from that offered upon the hearing before the commission or additional thereto, the court, before proceeding to render judgment, unless the parties to such action stipulate in writing to the contrary, shall transmit a copy of such evidence to the commission and shall stay further proceedings in said action for 15 days from the date of such transmission. Upon receipt of such evidence, the commission shall consider the same and may modify, amend, or rescind its order relating to such rate, fare, charge, classification, joint rate, regulation, practice, or service complained of in said action and shall report its action thereon to said court within 10 days from the receipt of such evidence.

(2) If the commission shall rescind its order complained of, the action shall be dismissed. If it shall alter, modify, or amend the same, such altered, modified, or amended order shall take the place of the original order complained of and judgment shall be rendered thereon as though made by the commission in the first instance. If the original order shall not be rescinded or changed by the commission, judgment shall be rendered upon such original order.

History: En. Sec. 26, Ch. 52, L. 1913; re-en. Sec. 3906, R.C.M. 1921; re-en. Sec. 3906, R.C.M. 1935; amd. Sec. 1, Ch. 56, L. 1937; amd. Sec. 1, Ch. 475, L. 1977; R.C.M. 1947, 70-128(3), (4).

69-3-405. Appeal of court decision. Within 60 days after service of a copy of the order or judgment of the court, either party to said action may appeal or take the case up on error as in other civil actions. Where an appeal is taken to the supreme court of Montana, the cause shall, on the return of the papers to the higher court, be immediately placed on the calendar of the then pending term and shall be assigned and brought to a hearing in the same manner as other causes on the calendar.

History: En. Sec. 26, Ch. 52, L. 1913; re-en. Sec. 3906, R.C.M. 1921; re-en. Sec. 3906, R.C.M. 1935; amd. Sec. 1, Ch. 56, L. 1937; amd. Sec. 1, Ch. 475, L. 1977; R.C.M. 1947, 70-128(5).

Part 5

Issuance of Securities and Creation of Liens

69-3-501. Regulation of issuance of securities and creation of liens by utilities. (1) The right of every public utility, as defined in 69-3-101, furnishing electric or gas service in the state to issue, assume, or guarantee securities and to create liens on its property situated within the state is hereby subjected to the regulation and supervision of the commission, as set forth in this part.

(2) Such public utility, when authorized by order of the commission and not otherwise, may issue stocks and stock certificates and may issue, assume, or guarantee other securities payable at periods of more than 12 months after the date thereof for the following purposes:

(a) the acquisition of property;

(b) the construction, completion, extension, or improvement of its facilities;

(c) the improvement or maintenance of its service;

(d) the discharge or lawful refunding of its obligations;

(e) the reimbursement of money actually expended for said purposes from income or from other money; or

(f) any other purpose approved by the commission.

History: En. Sec. 1, Ch. 74, L. 1961; R.C.M. 1947, 70-117.1.

69-3-502. Petition for issuance of securities. Such public utility shall, by written petition, filed with the commission and setting forth the pertinent facts involved, make application to the commission for an order authorizing the proposed issue, assumption, or guarantee of securities and the application of the proceeds therefrom for the purposes specified.

History: En. Sec. 2, Ch. 74, L. 1961; R.C.M. 1947, 70-117.2(part).

69-3-503. Prompt consideration of petition. All applications to the commission hereunder shall be disposed of promptly and in any event within 30 days after petition is filed with the commission unless, for good cause, it is necessary to continue consideration thereof for a longer period. Whenever such application is continued beyond said 30-day period, the commission shall enter its order effecting such continuance and stating fully therein the facts requiring continuance for a designated period of time.

History: En. Sec. 4, Ch. 74, L. 1961; R.C.M. 1947, 70-117.4.

69-3-504. Decision on petition. After such hearing and upon such notice as the commission may prescribe, the commission shall enter its written order approving the petition and authorizing the proposed securities transactions unless the commission shall find that:

(1) such transactions are inconsistent with the public interest;

(2) the purpose or purposes thereof are not permitted by this part; or

(3) the aggregate amount of the securities outstanding and proposed to be outstanding would exceed the fair value of the properties and business of the public utility.

History: En. Sec. 2, Ch. 74, L. 1961; R.C.M. 1947, 70-117.2(part).

69-3-505. Issuance of certain short-term obligations. Such public utility may issue notes or drafts maturing not more than 1 year after the date of such issue, renewal, or assumption of liability and aggregating, together with all other then outstanding notes and drafts of a maturity of 1 year or less on which such public utility is primarily or secondarily liable, not more than 5% of the par value of the other securities of the public utility then outstanding, without application to or order of the commission. In the case of securities having no par value, the par value for the purpose of this section shall be the fair market value as of the date of issuance of such notes or drafts.

History: En. Sec. 3, Ch. 74, L. 1961; R.C.M. 1947, 70-117.3.

69-3-506. Unapproved securities void. Except as provided in 69-3-505, all securities issued, assumed, or guaranteed after July 1, 1961, without approval by the commission as provided herein shall be void.

History: En. Sec. 5, Ch. 74, L. 1961; R.C.M. 1947, 70-117.5.

69-3-507. State not obligated on securities. No provision of this part or any act or deed done or performed in connection therewith shall be construed to obligate the state to pay or guarantee in any manner whatsoever any security authorized, issued, assumed, or guaranteed under the provisions of this part.

History: En. Sec. 6, Ch. 74, L. 1961; R.C.M. 1947, 70-117.6.

CHAPTER 4

UTILITY LINES AND FACILITIES

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Part 1

General Provisions

69-4-101. Use of public right-of-way for utility lines and facilities. A telegraph, telephone, electric light, or electric power line corporation or public body or any other person owning or operating such is hereby authorized to install its respective plants and appliances necessary for service and to supply and distribute electricity for lighting, heating, power, and other purposes and to that end, to construct such telegraph, telephone, electric light, or electric power lines, from point to point, along and upon any of the public roads, streets, and highways in the state, by the erection of necessary fixtures, including posts, piers, and abutments necessary for the wires. The same shall be so constructed as not to incommode or endanger the public in the use of said roads, streets, or highways, and nothing herein shall be so construed as to restrict the powers of city or town councils.

History: En. Sec. 1000, Civ. C. 1895; amd. Sec. 1, Ch. 55, L. 1905; amd. Sec. 1, Ch. 192, L. 1907; re-en. Sec. 4400, Rev. C. 1907; re-en. Sec. 6645, R.C.M. 1921; re-en. Sec. 6645, R.C.M. 1935; amd. Sec. 1, Ch. 59, L. 1945; R.C.M. 1947, 70-301.

69-4-102. Underground power lines in new service areas. (1) As used in this section:

(a) "new service area" means any subdivision or group of newly constructed or newly installed dwellings (including mobile homes) or commercial buildings which, when occupied, will generate at least five contracts for the supply of electricity; and

(b) "lines used for the distribution of electricity" means all the distribution lines in the new service area through which electricity passes before it is utilized by the consumer and the consumer's dwelling or place of business.

(2) A firm, agency, or person exercising the rights conferred by 69-4-101 shall install underground all lines used for the distribution of electricity in a new service area when technically and economically feasible.

(3) The commission may make rules to implement this section.

History: En. 70-304 by Sec. 1, Ch. 125, L. 1974; R.C.M. 1947, 70-304.

Part 2

Construction Standards for Utility Lines and Facilities

69-4-201. Application of national electrical safety code. The national electrical safety code standards shall govern all future construction where wires for power, heat, light, telephone, telegraph, or signal cross each other or cross railroad tracks. Hereafter all future electrical construction of overhead and underground electrical supply and communication lines in the state not provided for by the provisions of this part shall be in conformity with the rules and regulations set forth in the national electrical safety code approved by the American engineering standards committee as published by the department of commerce of the United States and any and all revisions thereof as the same may exist from time to time; provided, that this section shall not be held to apply to interstate railroad electrification construction except where the wire or wires of the railroad cross or are crossed by wires belonging to others. Said safety code shall be interpreted and enforced by the public service commission as furnishing the standards of construction. This section shall not be held to conflict with any of the specific provisions of the laws of Montana.

History: En. Sec. 25, Ch. 171, L. 1917; re-en. Sec. 2701, R.C.M. 1921; re-en. Sec. 2701, R.C.M. 1935; amd. Sec. 12, Ch. 137, L. 1941; R.C.M. 1947, 24-125.

69-4-202. Regulation of construction by rural electrification associations. (1) All electrical construction conducted and to be operated by any rural electrification association and constructed and to be operated in pursuance of the authority of the rural electrification administration of the federal government, within the state of Montana, shall be in conformity with the rules and regulations set forth in the national electrical safety code approved by the American engineering standards committee, as published by the department of commerce of the United States and any and all revisions thereof as the same may exist from time to time; provided, however, that where Y-connected circuits with neutral conductors effectively grounded throughout their length are used, minimum vertical clearance of wires or neutral conductors over ground or rails shall be determined by the voltage between wires and ground, if such voltage does not exceed 15,000 volts.

(2) The provisions of the national electrical safety code, as designated in subsection (1), wherever the same may be in conflict with or in any manner contravene the provisions of this part, shall be deemed and construed as superseding, amending, and modifying the provisions of this part insofar as the provisions thereof conflict with the provisions of the national electrical safety code; provided, that the provisions of this section shall apply only to electrical construction conducted and operated in pursuance of the authority of the rural electrification administration of the federal government.

(3) Every person, firm, or corporation which shall violate any provisions of this section shall be guilty of a misdemeanor.

History: En. Sec. 1, Ch. 194, L. 1939; amd. Sec. 1, Ch. 139, L. 1951; Sec. 24-142, R.C.M. 1947; (2)En. Sec. 2, Ch. 194, L. 1939; Sec. 24-143, R.C.M. 1947; (3)En. Sec. 3, Ch. 194, L. 1939; Sec. 24-144, R.C.M. 1947; R.C.M. 1947, 24-142, 24-143, 24-144.

69-4-203. Scope of law. (1) Nothing in Chapter 137, Laws of 1941, shall be construed as applying to any electrical construction of any person using such construction for power wires where:

(a) such construction and wires and the power plant furnishing electricity therefor are wholly owned by such person and the electricity conducted thereby is produced and used solely by such person on his own premises and not sold or delivered to any other person off his premises;

(b) the wires or construction are not upon or do not cross any highway or public place or the property of others; and

(c) such wires carry less than 250 volts of electricity.

(2) Nothing contained in this part shall be construed to repeal 69-4-202.

History: (1)En. Sec. 18, Ch. 137, L. 1941; Sec. 24-141, R.C.M. 1947; (2)En. Sec. 16, Ch. 137, L. 1941; Sec. 24-140, R.C.M. 1947; R.C.M. 1947, 24-140(part), 24-141.

69-4-204. Repealing clause. All acts or parts of acts and all ordinances or parts of ordinances of cities and towns in the state in conflict with Chapter 171, Laws of 1917, are hereby repealed, and hereafter no ordinance in conflict with any provisions of Chapter 171, Laws of 1917, shall be enacted or passed in any city or town in the state.

History: En. Sec. 35, Ch. 171, L. 1917; re-en. Sec. 2711, R.C.M. 1921; re-en. Sec. 2711, R.C.M. 1935; R.C.M. 1947, 24-135.

69-4-205. Violations. Every corporation or joint-stock company or individual which shall violate any of the provisions of Chapter 171, Laws of 1917, shall be guilty of a misdemeanor and upon conviction thereof shall be punished by a fine of not less than $100 or more than $1,000.

History: En. Sec. 33, Ch. 171, L. 1917; re-en. Sec. 2709, R.C.M. 1921; re-en. Sec. 2709, R.C.M. 1935; R.C.M. 1947, 24-133.

69-4-206 through 69-4-210 reserved.

69-4-211. Overhead construction of light, heat, and power lines. (1) Any person, company, or corporation, except any rural electric cooperative corporations organized under Title 35, chapter 18, owning or using any pole or appliance on which is run, placed, erected, or maintained in the state any wire or cable used or to be used to conduct or carry electricity for the purpose of light, heat, or power shall provide and maintain an unobstructed climbing space adjacent to any such pole or appliance, so that persons shall be able to ascend any such pole or appliance with reasonable safety and convenience up to and through the wires, connections, attachments, and structures of any such pole or appliance, and all cases where any "buck" or reverse arm is used or where special construction is used, there shall be provided and maintained unobstructed climbing space of not less than 30 inches square, omitting the area of any pole or appliance.

(2) Where six pin "buck" arms are used and all pins are occupied, they shall be 10 feet, 6 inches long and shall provide for 60-inch pole pin spacing, 14-inch side spacing, and 5-inch end spacing.

History: En. Sec. 1, Ch. 171, L. 1917; re-en. Sec. 2677, R.C.M. 1921; re-en. Sec. 2677, R.C.M. 1935; amd. Sec. 1, Ch. 137, L. 1941; R.C.M. 1947, 24-101.

69-4-212. Space between arms on poles or appliances for high and low voltage. (1) At least one standard pole-gain or the equivalent of 4 feet shall be left vacant between the nearest crossarm on which is placed or maintained any wire or cable conducting or carrying more than 750 volts of electricity and any crossarm occupied by or used for wires or cables carrying 750 volts or less, except that on all new construction and the rebuilding of present construction, the series street lighting wires may be placed on the outer pin positions of the secondary crossarm and shall be properly designated on the crossarm as the series street lighting circuit.

(2) The standard pole-gain shall be spaced not less than 24 inches, center to center, except that one "buck" or reverse arm may be placed not less than 12 inches below any crossarm; and provided that this section shall be held not to apply to bridge construction; and further provided, that it shall be held not to apply to primary taps to transformers on poles, and provided further, that all such primary taps leading to transformers on poles shall have insulation equivalent to the rated primary voltage of the transformer, except where transformers with cover mounted primary bushings and without primary fused cutouts are mounted within

3 feet of the top of the pole on vertical type construction, bare or weatherproof wire may be used for primary taps to transformers.

History: En. Sec. 2, Ch. 171, L. 1917; re-en. Sec. 2678, R.C.M. 1921; re-en. Sec. 2678, R.C.M. 1935; amd. Sec. 2, Ch. 137, L. 1941; amd. Sec. 1, Ch. 45, L. 1949; R.C.M. 1947, 24-102.

69-4-213. Crossarms. All crossarms shall be made from clear, straight-grained wood or standardized material. The cross-section of wood arms shall be not less than 3 ½ by 4 ½ inches. The pin spacing shall be, for six-pin arms, not less than 30-inch center for pole pin spacing, 14-inch side spacing, and 5-inch end spacing; and four-pin arms not less than 30-inch center for pole pin spacing, 14-inch side spacing, and 5-inch end spacing. Where distribution voltages of between 7,500 and 15,000 volts are used, a climbing space of 30 inches is permissible when the pole pins are occupied by the neutral and a phase wire.

History: En. Sec. 3, Ch. 171, L. 1917; re-en. Sec. 2679, R.C.M. 1921; re-en. Sec. 2679, R.C.M. 1935; amd. Sec. 3, Ch. 137, L. 1941; R.C.M. 1947, 24-103.

69-4-214. Bridge arms. Bridge arms having the same pin spacing as the standard crossarm and a cross-section of not less than 4 by 6 inches may be installed in alleys or at alley and street intersections, wherever such construction may be proper, to provide the necessary clearance for fire escapes and other obstructions which may be overhanging the alley. All such structures shall be provided with idle arm or span wire for use of workmen.

History: En. Sec. 4, Ch. 171, L. 1917; re-en. Sec. 2680, R.C.M. 1921; re-en. Sec. 2680, R.C.M. 1935; R.C.M. 1947, 24-104.

69-4-215. Double arms. Double arms, if of wood, shall be used at all line terminals where there is excessive strain and on corners and curves where the departure from a straight line exceeds 20 degrees. Line terminals of more than three number six copper wires or the equivalent shall be construed as excessive strain for one arm. Line terminals and corners may be made on approved strain insulators or racks bolted directly to the pole in a vertical plane. All double arms must be blocked or bolted in accordance with standard practice.

History: En. Sec. 5, Ch. 171, L. 1917; re-en. Sec. 2681, R.C.M. 1921; re-en. Sec. 2681, R.C.M. 1935; amd. Sec. 4, Ch. 137, L. 1941; R.C.M. 1947, 24-105.

69-4-216. Guy attachments. All overhead or horizontal guy wires, when attached to poles, stubs, or other ungrounded supports, shall be installed not less than 8 feet above the ground. Guy wires shall be attached to approved guy rods and anchors or to other grounded supports only when protected from kinks and abrasion.

History: En. Sec. 6, Ch. 171, L. 1917; re-en. Sec. 2682, R.C.M. 1921; re-en. Sec. 2682, R.C.M. 1935; amd. Sec. 5, Ch. 137, L. 1941; R.C.M. 1947, 24-106.

69-4-217. Guy insulation. Any guy wire attached to any pole or appliance on which is run, placed, erected, or maintained any wire or cable used to conduct or carry electricity for the purpose of light, heat, or power or used jointly with telephone, telegraph, or other signal wires shall be permanently and effectively insulated at all times, by the insertion of at least two strain insulators. The upper of these insulators shall be inserted in the guy so as to be at least 6 feet in a horizontal line from the pole itself, and the second strain insulator shall be inserted in the guy so as to be not less than 8 feet in a vertical line from the surface of the ground. In short guys in which the two insulators are required and which will be located at the same point or near each other, two insulators may be coupled in series and put into the guy together. All strain insulators shall be so constructed and maintained that the guy wire or guy cable holding the insulator in place shall interlock in case of failure or breakage thereof. A single fiberglass strain insulator may be substituted and used in lieu of the two strain insulators. Such fiberglass strain insulators must have mechanical strength equal to or greater than the guy strand used and must have a wet flash over rating equal to the highest line to line voltage involved in the guying application and must have a dry flash over rating equal to two times the line to line voltage. The above shall not apply to railway electrification, where at least one insulator shall be inserted in each end of every auxiliary cross-span and one in each auxiliary guy, and provided further, that in accord with the provisions of the national electric safety code, the above shall not apply to lines in rural areas where a common neutral is used and both primary and secondary circuits and also the guys are grounded to said common neutral and said common neutral has at least four ground connections in each mile in addition to each ground connection at individual services.

History: En. Sec. 7, Ch. 171, L. 1917; re-en. Sec. 2683, R.C.M. 1921; re-en. Sec. 2683, R.C.M. 1935; amd. Sec. 6, Ch. 137, L. 1941; amd. Sec. 1, Ch. 248, L. 1947; amd. Sec. 1, Ch. 344, L. 1971; R.C.M. 1947, 24-107.

69-4-218. Guy clearance. Guy wires shall be attached to poles so as to interfere as little as possible with workmen climbing or working thereon. Every guy wire which passes either over or under an electric light or power wire, other than those attached to the guyed pole, shall be so placed and maintained as to provide a clearance of not less than 3 feet between the guy and any electric wire.

History: En. Sec. 8, Ch. 171, L. 1917; re-en. Sec. 2684, R.C.M. 1921; re-en. Sec. 2684, R.C.M. 1935; R.C.M. 1947, 24-108.

69-4-219. Arc lamps. No arc lamp shall be erected or maintained in the state on any pole or appliance unless such arc lamp be so constructed and maintained as to be lowered within 9 feet from the surface; provided, that this section shall not include arc lamps used for ornamental street lights attached to iron pedestals or any arc lamp attached to buildings, poles, or other structures which do not carry wire other than those feeding the lamp.

History: En. Sec. 9, Ch. 171, L. 1917; re-en. Sec. 2685, R.C.M. 1921; re-en. Sec. 2685, R.C.M. 1935; amd. Sec. 7, Ch. 137, L. 1941; R.C.M. 1947, 24-109.

69-4-220. Wire insulation. The standard insulation, wherever insulation is used, for any wire or cable run, placed, or erected in any city or town in the state and used to conduct or carry electricity for light, heat, or power, for all voltage, shall have at least a triple-braided weatherproof cover.

History: En. Sec. 10, Ch. 171, L. 1917; re-en. Sec. 2686, R.C.M. 1921; re-en. Sec. 2686, R.C.M. 1935; R.C.M. 1947, 24-110.

69-4-221. Trolley and span wires. Trolley wires must readily stand the strain put upon them when in use and shall have a double insulation from the ground. In wooden-pole construction the pole shall be considered one insulation. In all cases where "span" wires are attached to grounded supports, or on buildings or other structures, there shall be provided and maintained at least two approved insulators in any such "span" wire between the trolley and any such other structures. The outer insulators shall be placed at a distance equal to that of the curb. Any "span" wire attached to buildings or other structures shall be stranded iron or steel wire and shall readily stand the strain put upon them in use. None of the provisions of this section shall be held to apply where "feed" wires are used in place of "span" wires.

History: **En. Sec. 11, Ch. 171, L. 1917; re-en. Sec. 2687, R.C.M. 1921; re-en. Sec. 2687, R.C.M. 1935; R.C.M. 1947, 24-111.**

69-4-222. Foregoing provisions apply to current and voltage for light, heat, and power. All of the provisions of 69-4-211 through 69-4-221 shall include current and voltage used for light, heat, or power, not to exceed 15,000 volts of electricity between phase wires for distribution circuits.

History: **En. Sec. 12, Ch. 171, L. 1917; re-en. Sec. 2688, R.C.M. 1921; re-en. Sec. 2688, R.C.M. 1935; amd. Sec. 8, Ch. 137, L. 1941; R.C.M. 1947, 24-112.**

69-4-223. Provisions not applicable — climbing space. None of the provisions of 69-4-211 through 69-4-213 shall be held to apply to direct-current wire carrying nominally 600 volts of electricity and used for street railway purposes; provided, however, that an unobstructed climbing space not less than 26 inches in a horizontal line shall at all times be provided and maintained.

History: **En. Sec. 13, Ch. 171, L. 1917; re-en. Sec. 2689, R.C.M. 1921; re-en. Sec. 2689, R.C.M. 1935; R.C.M. 1947, 24-113.**

69-4-224. Overhead line construction of telephone, telegraph, and other signal wires — crossarms. All crossarms in overhead line construction of telephone, telegraph, and other signal wires shall be made from clear, straight-grained wood or standardized material. In such construction, wood crossarms shall be used having a cross-section of not less than 3 ¼ by 4 ¼ inches except where steel pins are used or where two-pin arms are used. For crossarms having six or more pins, the standard pin spacing shall be not less than 16 inches from center to center of pole pins.

History: **En. Sec. 14, Ch. 171, L. 1917; re-en. Sec. 2690, R.C.M. 1921; re-en. Sec. 2690, R.C.M. 1935; amd. Sec. 9, Ch. 137, L. 1941; R.C.M. 1947, 24-114.**

69-4-225. Climbing space. (1) Any person, company, or corporation owning or using any pole or appliance used exclusively for more than four telephone, telegraph, or other signal wires shall provide and maintain an unobstructed climbing space of not less than 16 inches.

(2) Whenever "buck" or reverse arms are used, an unobstructed climbing space shall be left adjacent to the pole or appliance at least 20 inches square, omitting the area of any such pole or appliance; any wire or cable attached to the pole in such buck-arm construction, not less than 40 inches from the nearest crossarm, shall be held not to be an obstruction to the climbing space as herein provided.

History: **En. Sec. 15, Ch. 171, L. 1917; re-en. Sec. 2691, R.C.M. 1921; re-en. Sec. 2691, R.C.M. 1935; amd. Sec. 10, Ch. 137, L. 1941; R.C.M. 1947, 24-115.**

69-4-226. Guy insulation near other wires. (1) In all cases where guy wires pass over, under, or between electric light, heat, or power wires, they shall be permanently and effectively insulated at all times by the insertion of at least two strain insulators. The upper of these insulators shall be inserted in the guy so as to be at least 6 feet in a horizontal direction from the pole itself, and the second strain insulator shall be inserted in the guy so as to be not less than 8 feet from the surface of the ground in a vertical line. In short guys in which the two insulators herein required would be located at the same point or near each other, two insulators may be coupled in series and put into the guy together.

(2) On poles used exclusively for telephone, telegraph, or other signal wires and cables, anchor guys for guying aerial cable leads shall be insulated from the mes-

senger wires by being placed on separate shims, or a strain insulator shall be placed in the guy not less than 8 feet above the surface of the ground.

History: En. Sec. 16, Ch. 171, L. 1917; re-en. Sec. 2692, R.C.M. 1921; re-en. Sec. 2692, R.C.M. 1935; amd. Sec. 11, Ch. 137, L. 1941; R.C.M. 1947, 24-116.

69-4-227. Aerial cable supports. All aerial cables having 200 pairs of number 19 B & S gauge copper wires or 400 pairs of number 22 B & S gauge copper wires shall be supported by through bolts at least five-eighths inches in diameter; at all railroad and high-tension crossings, grades, curves, and corners, such cable shall be reinforced by a strap supported by a lag-screw or through bolts at least one-half inch in diameter or other appliance of equal strength.

History: En. Sec. 17, Ch. 171, L. 1917; re-en. Sec. 2693, R.C.M. 1921; re-en. Sec. 2693, R.C.M. 1935; R.C.M. 1947, 24-117.

69-4-228. Poles or appliances used jointly for electric light, heat, or power wires and telephone, telegraph, or other signal wires. A separation of at least 4 feet, measured at the pole, shall be provided and maintained between any telephone, telegraph, and other signal wires or cables and electric light, heat, or power wires, carrying not to exceed 440 volts; provided, that when the telephone, telegraph, or signal wires or cables are above the electric light, heat, or power wires carrying a voltage in excess of 440 volts, the clearance shall be 8 feet. Telephone, telegraph, and other signal wires or cables shall preferably be run and maintained below electric light, heat, and power wires or cable. In no case shall telephone, telegraph, or other signal wires smaller than No. 12 N. B. S. gauge copper wire or No. 12 B. W. G. iron wire be run or maintained as "lead" wires above electric light, heat, or power wires; provided, that this shall be held not to apply to telephone, telegraph, or signal wires used exclusively to maintain electric light, heat, and power line.

History: En. Sec. 18, Ch. 171, L. 1917; re-en. Sec. 2694, R.C.M. 1921; re-en. Sec. 2694, R.C.M. 1935; R.C.M. 1947, 24-118.

69-4-229. Poles or appliances used jointly — climbing space — crossarms. All telephone, telegraph, or other signal wires placed on poles jointly used for electric light, heat, and power wires shall have an unobstructed climbing space of not less than 26 inches. All telephone, telegraph, or other signal wires placed on poles jointly used for light, heat, or power wires shall be placed and maintained on crossarms, except that brackets may be maintained on one side of the pole not nearer than 2 feet below the lowest crossarm for the purpose of carrying duplex wires or cables to distribute telephone, telegraph, or signal wires.

History: En. Sec. 19, Ch. 171, L. 1917; re-en. Sec. 2695, R.C.M. 1921; re-en. Sec. 2695, R.C.M. 1935; R.C.M. 1947, 24-119.

69-4-230. Guy insulation for joint construction. All joint construction for wires or cable of different and conflicting voltage, as outlined in the preceding section, shall be guyed in the same manner as specified for electric light, heat, and power construction.

History: En. Sec. 20, Ch. 171, L. 1917; re-en. Sec. 2696, R.C.M. 1921; re-en. Sec. 2696, R.C.M. 1935; R.C.M. 1947, 24-120.

69-4-231. Two or more lines on same side of street — climbing space. In all cases where there are two or more pole lines used for telephone, telegraph, or other signal wires on the same side of any street, alley, or public highway, provided such lines are not parallel on a horizontal plane, the crossarms shall have an unobstructed climbing space of not less than 26 inches.

History: En. Sec. 21, Ch. 171, L. 1917; re-en. Sec. 2697, R.C.M. 1921; re-en. Sec. 2697, R.C.M. 1935; R.C.M. 1947, 24-121.

69-4-232. General construction for all wires and voltage. All poles shall be of the best quality cedar or other standardized material, except poles carrying one telephone circuit for rural or farmers' use. No pole shall be maintained which has not sufficient strength to safely sustain itself when supporting wires are removed.

History: En. Sec. 22, Ch. 171, L. 1917; re-en. Sec. 2698, R.C.M. 1921; re-en. Sec. 2698, R.C.M. 1935; R.C.M. 1947, 24-122.

69-4-233. Side arms. When necessary to avoid obstruction, a side or offset arm may be used. In all such cases a special arm of the same dimensions as the standard arm shall be used. This arm shall be bored for pins and bolts and installed with an angle-iron brace. Wherever a transformer is used on any such pole on which side arm construction is used, an idle arm shall be provided.

History: En. Sec. 23, Ch. 171, L. 1917; re-en. Sec. 2699, R.C.M. 1921; re-en. Sec. 2699, R.C.M. 1935; R.C.M. 1947, 24-123.

69-4-234. Guy wire and anchor protection. Where guy wires installed on public highways are subject to mechanical injury, they shall be protected with a shield. This shield may consist of an iron pipe or a suitable wood shield, which may be clamped on the guy itself. The guy shield shall extend from the anchor rod up to a height of approximately 7 feet.

History: En. Sec. 24, Ch. 171, L. 1917; re-en. Sec. 2700, R.C.M. 1921; re-en. Sec. 2700, R.C.M. 1935; R.C.M. 1947, 24-124.

69-4-235. Protection of ground wires on poles. Any person, company, or corporation owning or using any poles for light, heat, or power wires or poles used jointly for light, heat, or power wires and telephone, telegraph, and other signal wires, on which vertical ground wires are run, shall cause all such wires to be enclosed from the uppermost contact on the pole downward for a distance of 5 feet below the lowest crossarm or other wire supporting attachment used for light, heat, or power wires and for a distance of 8 feet above the surface of the ground, in a casing equal in durability and insulating efficiency to a wooden casing not less than 1 ¼ inches thick; provided, however, that the casing may be omitted on poles supporting circuits carrying not more than 440 volts and on poles in rural areas where a common grounded neutral is used. In all cases where ground wires are likely to be accidentally broken, mechanical protection should be provided. All metal casings shall be permanently and effectively grounded; provided, that this section shall not be held to apply to wires or cables which lead from overhead to underground systems, and further provided, that it shall not apply to high-tension lines of 15,000 volts or more.

History: En. Sec. 26, Ch. 171, L. 1917; re-en. Sec. 2702, R.C.M. 1921; re-en. Sec. 2702, R.C.M. 1935; amd. Sec. 13, Ch. 137, L. 1941; amd. Sec. 2, Ch. 248, L. 1947; amd. Sec. 2, Ch. 45, L. 1949; R.C.M. 1947, 24-126.

69-4-236. Generating and substation equipment, records, and warnings. (1) In every generating and substation used for light, heat, or power, there shall be kept a logbook or record showing the changes in the condition of operation, including the starting and stopping of electrical supply equipment, the name of each foreman or workman locally in charge of work, and all unusual occurrences and accidents.

(2) The logbook or record shall be signed by the person in charge before being relieved. He shall keep within sight an operating diagram or equivalent device, indicating whether electrical supply circuits are open or closed and where work is being performed. On circuits carrying normally in excess of 7,500 volts, the operator in charge shall place "Men at Work" tags upon switches controlling any circuits upon which men are known to be working, and it shall be his duty to enforce the safety rules and permit only authorized persons to approach the equipment or lines.

(3) This section shall not apply to isolated plants generating current for telegraph, telephone, and signaling purposes.

History: En. Sec. 27, Ch. 171, L. 1917; re-en. Sec. 2703, R.C.M. 1921; re-en. Sec. 2703, R.C.M. 1935; R.C.M. 1947, 24-127.

69-4-237. Protective devices. There shall be provided in conspicuous and suitable places in electrical stations and shops, a suitable and sufficient supply of first-aid and protective devices, all of approved kinds and qualities; the kinds and number of such devices will depend on the requirements of each case, as may be from time to time prescribed by the division of workers' compensation, and it shall be the duty of the division to prescribe such necessary protective devices. All such prescribed devices shall be kept, when not in use, in their regular location and in good working order.

History: En. Sec. 28, Ch. 171, L. 1917; re-en. Sec. 2704, R.C.M. 1921; re-en. Sec. 2704, R.C.M. 1935; R.C.M. 1947, 24-128.

69-4-238. Air-gap and oil-break switches, where required — number of workmen employed — circuit-breaking devices. (1) All circuits of 440 volts or more, where originating or terminating in any enclosure or building or used for underground, shall be provided with air-gap switches or other approved devices; if any of the above circuits are of 7 ½ kilowatts or more capacity, they shall, in addition, be provided with an oil-break switch or other approved device which will safely open the circuit under the load.

(2) There shall be no less than two experienced electricians employed on any work or maintenance to be performed on any electrical wires or equipment connected therewith carrying nominally 600 volts or more; provided, however, that this shall not apply to the operation of electrical equipment or in cases of emergency.

(3) Direct-current feeders of 250 volts or over shall be protected by approved circuit-breaking devices.

History: En. Sec. 29, Ch. 171, L. 1917; re-en. Sec. 2705, R.C.M. 1921; re-en. Sec. 2705, R.C.M. 1935; R.C.M. 1947, 24-129.

69-4-239. Fuse requirements. All fuses shall be enclosed or expulsion type or other approved national electrical code standards.

History: En. Sec. 30, Ch. 171, L. 1917; re-en. Sec. 2706, R.C.M. 1921; re-en. Sec. 2706, R.C.M. 1935; R.C.M. 1947, 24-130.

69-4-240. Safety measures — headroom — guarding passageways — grounding of wires. (1) Where necessary, all forms of electrical apparatus shall be effectively grounded for the protection of persons.

(2) Wherever wires or conductors are installed within enclosures or buildings, in and about switchboards and other appliances where conductors are run, placed, or erected, a clear head room of 6 ½ feet above the floor or surface must be maintained or the wires be effectively guarded. All apparatus, passages, manways, and other places where persons may enter into must be protected with efficient guards

in accordance with standard practice; provided, this shall not be held to apply to electrical machinery and auxiliary devices carrying 600 volts or less.

(3) When lines or wires carrying 7,500 volts or more are disconnected from their source of power, for work to be performed thereon, said lines or wires shall be effectively grounded for the protection of workmen.

History: En. Sec. 31, Ch. 171, L. 1917; re-en. Sec. 2707, R.C.M. 1921; re-en. Sec. 2707, R.C.M. 1935; R.C.M. 1947, 24-131.

69-4-241. Opening to outer air for manholes. (1) The openings to outer air for any manhole used for light, heat, or power shall be circular in shape and shall not be less than 24 inches in diameter.

(2) The opening to outer air for any manhole used for telephone, telegraph, or other signal wires shall be circular in shape and shall be not less than 20 inches in diameter.

(3) Whenever persons are working in any manhole whose opening to the outer air is less than 3 feet from the rail of any railway or streetcar track, a watchman or attendant shall be stationed on the surface at the entrance of such manhole at all times while work is being performed therein.

History: En. Sec. 32, Ch. 171, L. 1917; re-en. Sec. 2708, R.C.M. 1921; re-en. Sec. 2708, R.C.M. 1935; R.C.M. 1947, 24-132.

Part 3

Underground Conversion of Utilities

69-4-301. Short title. This part shall be known and cited as the "Underground Conversion of Utilities Law".

History: En. Sec. 1, Ch. 429, L. 1971; R.C.M. 1947, 70-601.

69-4-302. Statement of findings and purpose. (1) The legislature finds that in many areas of the state, landowners, cities, towns, counties, rural electric cooperatives, and public utilities desire to convert existing overhead electric and communication facilities to underground locations by means of special improvement district proceedings.

(2) The legislature hereby declares that a public purpose will be served by providing a procedure to accomplish such conversion and that it is in the public interest to provide for such conversion by proceedings taken pursuant to this part, whether such areas be within the limits of a city or town or within a county.

History: En. Sec. 2, Ch. 429, L. 1971; R.C.M. 1947, 70-602.

69-4-303. Definitions. As used in this part, the following words and phrases and any variations thereof shall have the following meaning:

(1) "Communication service" means the transmission of intelligence by electrical means, including but not limited to telephone, telegraph, messenger-call, clock, police, fire alarm, and traffic control circuits or the transmission of standard television or radio signals.

(2) "Convert" or "conversion" means the removal of all or any part of any existing overhead electric or communications facilities and the replacement thereof with underground electric or communication facilities constructed at the same or different locations.

(3) "Electric or communication facilities" means any works or improvements used or useful in providing electric or communication service, including but not limited to poles, supports, tunnels, manholes, vaults, conduits, pipes, wires, conduc-

tors, guys, stubs, platforms, crossarms, braces, transformers, insulators, cutouts, switches, capacitors, meters, communication circuits, appliances, attachments, and appurtenances.

(4) "Electrical service" means the distribution of electricity for heat, light, or power.

(5) "Governing body" means the board of county commissioners or city council, as may be appropriate, depending on whether the special improvement district is located in a county or within a city or town.

(6) "Ordinance" means resolution where the governing body acts by resolution and vice versa.

(7) "Overhead electric or communication facilities" means electric or communication facilities located, in whole or in part, above the surface of the ground.

(8) "Public utility" means any public or private person, corporation, or cooperative that provides electric or communication service to the public by means of electric or communication facilities and shall include any special improvement district that provides electric or communication service to the public by means of electric or communication facilities.

(9) "Underground electric or communication facilities" means electric or communication facilities located, in whole or in part, beneath the surface of the ground.

History: En. Sec. 3, Ch. 429, L. 1971; R.C.M. 1947, 70-603(part).

69-4-304. Exclusion for high voltage transmission lines. Electric facilities shall not include any facilities used or intended to be used for the transmission of electric energy at nominal voltages in excess of 25,000 volts.

History: En. Sec. 3, Ch. 429, L. 1971; R.C.M. 1947, 70-603(part).

69-4-305. Effect on authority of public service commission. Nothing contained in this part shall vest any jurisdiction over public utility in the governing body. The public service commission shall retain all jurisdiction now or hereafter conferred upon it by law.

History: En. Sec. 33, Ch. 429, L. 1971; R.C.M. 1947, 70-633.

69-4-306 through 69-4-310 reserved.

69-4-311. Authorization to create special improvement districts. (1) The governing body of every county is hereby authorized and empowered to create special improvement districts under this part within the unincorporated portion of such county. The governing body of every city and town is hereby authorized and empowered to create special improvement districts under this part within its territorial limits. Said special improvement districts shall provide for the conversion of existing overhead electrical and communication facilities to underground locations and the construction, reconstruction, or relocation of any other electric or communication facilities which may be incidental thereto, pursuant to the provisions of this part.

(2) Any such special improvement district shall include an area having a frontage of not less than 1,000 feet upon a public street, road, highway, or utilities easement along which overhead electric or communication facilities are located.

History: En. Sec. 4, Ch. 429, L. 1971; R.C.M. 1947, 70-604.

69-4-312. Procedure to initiate creation of district — resolution for feasibility study. (1) Any governing body, on its own initiative or upon a petition signed by at least 60% of the property owners owning at least 60% of the assessable land of any proposed district requesting the creation of a special improvement district, as provided for in this part, may pass a resolution at any regular or special meeting, declaring that it finds that the special improvement district is in the public interest. The governing body shall make a finding that the formation of the special improvement district, for the purposes set out in this part, will promote the public convenience, necessity, and welfare.

(2) The resolution shall state that the costs and expenses will be levied and assessed upon the property benefited and further request that each public utility serving such area by overhead electric or communication facilities shall, within 120 days after the receipt of the resolution, make a study of the cost of conversion of its facilities in such area to underground service. The report of said study shall be provided to the governing body and made available for inspection in the office of the governing body and each public utility. The resolution of the governing body shall require that each public utility be provided with the name and address of the owner of each parcel or lot within the proposed improvement district, if known, and if not known, the description of the property and such other matters as may be required by the public utilities in order to perform the work involved in the cost study. The resolution shall further state the area in square feet of each lot or parcel within the proposed conversion service area.

History: En. Sec. 6, Ch. 429, L. 1971; R.C.M. 1947, 70-606.

69-4-313. Cost and feasibility report. (1) The public utility report shall set forth an estimate of the total underground conversion costs and shall also indicate the costs of underground conversion of facilities of the public utility located within the boundaries of the various parcels or lots then receiving service. The report shall also contain the public utility's recommendations concerning the feasibility of the project for the district proposed, insofar as the physical characteristics of the district are concerned. The report shall make recommendations by the public utility concerning inclusion or exclusion of areas within the district or immediately adjacent to the district.

(2) The governing body shall give careful consideration to the public utility's recommendations concerning feasibility, recognizing their expertise in this area, and may amend the boundaries of the proposed improvement district; provided, that the costs and feasibility report of the public utility contains a cost figure on the district as amended, or it may request a new cost and feasibility report from the public utility concerned on the basis of the amended district. Should a delay result in a significant increase of the estimated conversion costs, new hearings shall be held on the creation of the district. In the event an increase of 10% or less results from delay, only the hearing on the assessments need be held again.

History: En. Sec. 7, Ch. 429, L. 1971; R.C.M. 1947, 70-607.

69-4-314. Determination of conversion costs. In determining the conversion costs included in the cost and feasibility report required by 69-4-313, the public utility is entitled to amounts sufficient to repay it for the following, as computed and reflected by the uniform system of accounts approved by the Montana public service commission, federal communications commission, or federal power commission or if the public utility is not subject to regulation by any of the above governmental agencies, by the public utility's system of accounts then in use and in accordance with standard accounting procedures of the public utility:

(1) the original costs less depreciation taken of the existing overhead electric and communication facilities to be removed;

(2) the estimated costs of removing the overhead electric and communication facilities less the salvage value of the facilities removed;

(3) if the estimated cost of constructing new underground facilities exceeds the estimated cost of constructing new aerial facilities, then the cost difference between the two;

(4) the cost of obtaining new easements when technical considerations make it reasonably necessary to utilize easements for the underground facilities different from those used for above ground facilities or where the preexisting easements are insufficient for the underground facilities.

History: En. Sec. 26, Ch. 429, L. 1971; amd. Sec. 8, Ch. 315, L. 1974; R.C.M. 1947, 70-626.

69-4-315. Resolution of intent to create district. (1) On the filing with the clerk of any governing body of the cost and feasibility report by the public utility, as hereinbefore provided, and after considering the same, the governing body may, at any regular or special meeting, pass a resolution declaring its intention to create a special improvement district.

(2) The resolution shall state:

(a) that the costs and expenses of the district created are, except as otherwise provided for, to be levied and assessed upon the abutting, adjoining, and adjacent lots and land along or upon which improvements are to be made and upon lots and lands benefited by such improvements and included in the special improvement district created;

(b) that it is the intention of the governing body to make such improvement which will promote public convenience, necessity, and welfare; and

(c) the area and boundaries of the proposed improvement district, the character of the proposed improvement, the estimated total cost of the same, and the intention of the governing body to hold a hearing on the proposed improvement.

History: En. Sec. 8, Ch. 429, L. 1971; R.C.M. 1947, 70-608.

69-4-316. Notice of resolution of intention and hearing. (1) Following the passage of the resolution in 69-4-315, the governing body shall cause notice of the resolution and a hearing on any protests to the proposed improvement to be given in the manner provided in 69-4-317.

(2) Such notice shall:

(a) declare that the governing body has passed a resolution of intention to create a special improvement district;

(b) describe the boundaries or area of the district with sufficient particularity to permit each owner of real property therein to ascertain that his property lies in the district;

(c) describe in a general way the proposed improvement, specifying the streets or property along which it will be made and the nature of the benefits to the property within the district;

(d) state the estimated cost as determined from the cost and feasibility report and the estimated cost of engineering, clerical service, easements, advertising, inspection, collection of assessments, interest upon bonds, and legal services for preparing proceedings and advising in regard thereto, if applicable;

(e) state that it is proposed to assess the real property in the district to pay all of the cost of the improvement according to the square footage of and the benefits to be derived by each tract, block, lot, and parcel of land within the district;

(f) state the time and place at which the governing body will hear and pass upon all protests that may be made against the making of such improvements or the creation of such district or the benefits to be derived by the real property in the district;

(g) state that all property owners liable to be assessed for such work and desiring to make a protest may submit, in writing, such protest to the governing body by a specified date, not less than 15 days from the first day of publication of such notice.

History: En. Sec. 9, Ch. 429, L. 1971; R.C.M. 1947, 70-609.

69-4-317. Publication and distribution of notice. (1) Notice shall be published in full five times in a daily newspaper or once in a weekly newspaper of general circulation in the county, city, or town in which said district is located. A copy of such notice shall be mailed by the governing body to each owner of land within the proposed district whose property will be assessed for the cost of the improvement. The address to be used for said purpose shall be that last appearing on the real property assessment rolls of the county wherein said property is located.

(2) Mailed notices and the published notice shall state where a copy of the resolution will be available for inspection by any interested parties.

History: En. Sec. 10, Ch. 429, L. 1971; R.C.M. 1947, 70-610.

69-4-318. Right to protest. (1) At any time within the time specified in the notice, any owner of property liable to be assessed for said work may make written protest against the making of such improvements, the creation of such district, or the benefits to be derived by the real property in the district. Protests in writing must be delivered to the clerk of the governing body not later than 5 p.m. of the last day within said period, and said clerk shall endorse thereon the date and hour of its receipt by him.

(2) If the protests against the making of the improvement are received from more than 40% of the property owners owning more than 40% of the property in the proposed special improvement district, the district and project shall be abandoned. The same or any substantially similar special improvement district may not be renewed at any time within 1 year. In determining whether or not sufficient protests have been filed to prevent further proceedings, property owned by a county, city, or town shall be considered to the same effect as other property in the district.

History: (1)En. Sec. 11, Ch. 429, L. 1971; Sec. 70-611, R.C.M. 1947; (2)En. Sec. 12, Ch. 429, L. 1971; Sec. 70-612, R.C.M. 1947; R.C.M. 1947, 70-611, 70-612(part).

69-4-319. Hearing on creation of district. (1) At the time and place specified in the notice, the governing body shall meet and shall proceed to hear and pass upon all protests. Such hearing may be adjourned from time to time to a fixed future time and place. If at any time during the hearings it shall appear to the governing body that changes in the proposed improvements or the proposed district should be made which, after consultation with the public utility concerned, appear to affect either the cost or feasibility of the improvement, the hearing shall be adjourned to a fixed future time and place and a new cost and feasibility report prepared on the basis of the contemplated changes. If additional areas are added, notice and an opportunity to protest shall again be given on the basis of such changes.

(2) The governing body shall, after considering matters brought forth at the hearing, either abandon the district and project or adopt an ordinance establishing the district and authorizing the project.

History: En. Sec. 12, Ch. 429, L. 1971; R.C.M. 1947, 70-612(part).

69-4-320. Ordinance creating district. (1) The ordinance authorized by 69-4-319 shall be published in the manner provided in 69-4-317, but need not be mailed.

(2) If an ordinance is adopted establishing the district, such ordinance shall finally and conclusively establish the regular organization of the district against all persons, unless an action attacking the validity of the organization shall be commenced in a court of competent jurisdiction within 30 days after the adoption of such ordinance. Such action shall be subject to the provisions of 69-4-321. Thereafter, any such action shall be perpetually barred, and the organization of said dis-

trict shall not be directly or collaterally questioned in any suit, action, or proceedings.

History: En. Sec. 12, Ch. 429, L. 1971; R.C.M. 1947, 70-612(part).

69-4-321. Waiver of objections. Every person who has real property within the boundaries of the district and who fails to submit a written protest in accordance with 69-4-318 or appear and give testimony at the public hearing shall be deemed to have waived any objections to the creation of the district, the making of the improvements, and the inclusion of his property within the district. Such waiver shall not, however, preclude his right to object to the amount of the assessment at the hearing for which provision is made in 69-4-326.

History: En. Sec. 13, Ch. 429, L. 1971; R.C.M. 1947, 70-613.

69-4-322. Proposed assessment list. Following creation of the special improvement district, the governing body shall cause to be prepared an assessment list detailing the total amount to be assessed, the specific properties assessed, and the amount of assessment on each piece of property.

History: En. Sec. 14, Ch. 429, L. 1971; R.C.M. 1947, 70-614.

69-4-323. Basis of assessments. (1) Whenever any improvement authorized to be made by any governing body by the terms of this part is ordered, the governing body shall provide for the apportionment of the cost and expenses thereof as in their judgment may be fair and equitable in consideration of the benefits accruing to the abutting, adjoining, contiguous, and adjacent lots and land and to the lots and land otherwise benefited and included within the special improvement district formed. Each lot and parcel of the land shall be separately assessed for the cost and expenses thereof in proportion to the number of square feet of such land and lots abutting, adjoining, contiguous, and adjacent thereto or included in the special improvement district and in proportion to the benefits derived to such property by said improvements.

(2) The entire cost of the improvement may be assessed against the benefited property, as herein provided, or if money for paying part of such cost is available from any other source, the money so available may be so applied and the remaining cost so assessed against the benefited property. The cost and expenses to be assessed, as herein provided for, shall include the cost of the improvement, engineering and clerical service, advertising, cost of inspection, cost of collecting assessments, cost of easements, and interest upon bonds, if issued, and for legal services for preparing proceedings and advising in regard thereto.

(3) Fee lands and property of the state or federal government shall not be considered as lands or property benefited by any improvement district and shall not be subject to assessment for the payment of any of the cost or expense of such improvement.

History: En. Sec. 5, Ch. 429, L. 1971; R.C.M. 1947, 70-605.

69-4-324. Proposed assessment ordinance. After the preparation of the proposed assessment list, the governing body shall cause to be prepared, for adoption at the hearing hereinafter provided for, an ordinance declaring the entire cost of the improvement, including the cost of construction as determined from 69-4-314, all legal and fiscal fees and costs, the cost of the publication of notices, and all other costs properly incident to the construction of the improvement and the financing thereof. Such ordinance shall specify what share, if any, of the total cost is payable from sources other than the imposition of assessments and shall incorporate the proposed assessment list provided for in 69-4-322. Such ordinance shall specify the terms of installment payments, if said improvement is to be financed over a period of time.

History: En. Sec. 15, Ch. 429, L. 1971; R.C.M. 1947, 70-615.

69-4-325. Notice of hearing on proposed assessments. (1) After the preparation of the ordinance provided for in 69-4-324, notice of a public hearing on the proposed assessments shall be given.

(2) Such notice shall be published one time in a newspaper in which the first notice of hearing was published at least 20 days before the date fixed for the hearing and shall be mailed by the governing body not less than 15 days prior to the date fixed for such hearing to each owner of real property whose property will be assessed for part of the cost of the improvement at the addresses appearing on the last completed real property assessment rolls of the county wherein said affected property is located.

(3) (a) Each notice shall state that at the specified time and place, the governing body will hold a public hearing upon the proposed assessments and shall state that any owner of any property to be assessed pursuant to the ordinance will be heard on the question of whether his property will be benefited by the proposed improvement to the amount of the proposed assessment against his property and whether the amount assessed against his property constitutes more than his proper proportional share of the total cost of the improvement.

(b) The notice shall further state where a copy of the ordinance proposed to be adopted levying the assessments against all real property in the district will be on file for public inspection and that, subject to such changes and corrections therein as may be made by the governing body, it is proposed to adopt the ordinance at the conclusion of the hearing.

(c) The published notice shall describe the boundaries or area of the district with sufficient particularity to permit each owner of real property therein to ascertain that his property lies in the district. The mailed notice may refer to the district by name and date of creation and shall state the amount of the assessment proposed to be levied against the real property of the person to whom the notice is mailed and the terms of installment financing, if any. In the absence of fraud, the failure to mail any notice does not invalidate any assessment or any proceeding under this part.

History: En. Sec. 16, Ch. 429, L. 1971; R.C.M. 1947, 70-616.

69-4-326. Hearing on proposed assessment ordinance — adjustment of assessments. (1) On the date and at the time and place specified in the aforementioned notice, the governing body shall, in open and public session, hear all arguments relating to the benefits accruing to any tract, block, lot, or parcel of land therein and the amounts proposed to be assessed against any such tract, block, lot, or parcel. The hearing may be adjourned from time to time to a fixed future time and place.

(2) After the hearing has been concluded and all persons desiring to be heard have been heard, the governing body shall consider the arguments presented and shall make such corrections in the assessment list as may be considered just and equitable. Such corrections may eliminate, increase, or decrease the amount of the assessment proposed to be levied against any piece of property. However, no increase of any proposed assessment shall be valid unless the owner of the property is given notice and an opportunity to be heard. After such corrections have been made, the governing body shall make a specific finding that no proposed assessment on the corrected assessment list exceeds the benefit to be derived from the improvement by the piece of property to be so assessed and that no piece of prop-

erty so listed will bear more than its proper proportionate share of the cost of such improvement.

History: En. Sec. 17, Ch. 429, L. 1971; R.C.M. 1947, 70-617.

69-4-327. Adoption of assessment ordinance. After the public hearing has been concluded and all corrections made to the assessment list, the governing body shall proceed to adopt the assessment ordinance. The adoption of such ordinance shall be prima facie evidence of the fact that the property assessed is benefited in the amount of the assessments and that such assessments have been lawfully levied.

History: En. Sec. 18, Ch. 429, L. 1971; R.C.M. 1947, 70-618.

69-4-328. Payment of assessment. (1) All assessments shall be due and payable within 30 days after the final publication of the assessing ordinance, without demand; provided, that all such assessments may be paid, at the election of the owner, in installments, with interest, as provided in subsection (2).

(2) Failure to pay the whole assessment within said period of 30 days shall be conclusively considered and held to be an election on the part of all persons interested, whether under disability or otherwise, to pay in installments. In case of such election, the assessment shall be payable at such times as is provided by the governing body, not to exceed 20 years, and shall bear interest in all cases on the unpaid principal at the rate not exceeding 8% per annum. The number of installments, the time of payments, and the rate of interest shall be determined by the governing body and set forth in the assessing ordinance.

History: (1)En. Sec. 19, Ch. 429, L. 1971; Sec. 70-619, R.C.M. 1947; (2)En. Sec. 20, Ch. 429, L. 1971; Sec. 70-620, R.C.M. 1947; R.C.M. 1947, 70-619, 70-620.

69-4-329. Advance payment of assessment installments. (1) The governing body may, in the ordinance levying the assessments, provide that all unpaid installments of assessments levied against any piece of property may (but only in their entirety) be paid prior to the dates on which they become due, if the property owner paying such installments pays all interest which would accrue thereon to the next succeeding date on which interest is payable on the bonds issued in anticipation of the collection of the assessments. In addition, the property owner must pay such additional amount of interest as in the opinion of the governing body is necessary to assure the availability of money fully sufficient to pay interest on the bonds, as interest becomes due, and any redemption premiums which may become payable on the bonds in order to retire, in advance of maturity, bonds in a sufficient amount to utilize the assessments thus paid in advance.

(2) If no bonds have been issued, then all unpaid installments of assessments levied against any piece of property may be paid in their entirety prior to the date upon which they become due by paying the principal amount due and the interest accrued thereon to the date of payment.

History: En. Sec. 23, Ch. 429, L. 1971; R.C.M. 1947, 70-623.

69-4-330. Collection of installments — delinquency. Installments shall be collected in the manner and at the time prescribed. When one payment becomes delinquent, all payments shall, at the option of the governing body by appropriate and duly adopted resolutions, become delinquent. Delinquent installments shall be subject to the same interest and penalties as are now or hereafter provided for delinquent taxes by the laws of the state, and property subject to delinquent installments shall be sold as other property is sold for taxes.

History: En. Sec. 21, Ch. 429, L. 1971; R.C.M. 1947, 70-621.

69-4-331. Assessment lien. All assessments made in pursuance of this part, together with all interest thereon and penalties for default in payment thereof and all costs in collecting the same, shall constitute, from the date of the final publication of the assessing ordinance, a lien in the several amounts assessed against each lot or tract of land and shall have priority over all other liens excepting general tax liens. No sale of property for the nonpayment of taxes or other special assessments shall extinguish the lien of other than the taxes or special assessments for the nonpayment of which such sale is had.

History: En. Sec. 22, Ch. 429, L. 1971; R.C.M. 1947, 70-622.

69-4-332. Issuance of bonds. (1) After the expiration of 30 days from the date of the adoption of the ordinance levying the assessments, the governing body may issue negotiable, interest-bearing bonds in a principal amount not exceeding the unpaid balance of the assessments levied. Whenever any ordinance authorizing the issuance of any bonds pursuant to the improvement contemplated shall have been adopted, such ordinance shall be published once in a newspaper in which the original notice of hearing was published.

(2) The bonds shall bear interest at not exceeding 8% per annum, payable as specified by the governing body over a period not exceeding 20 years. The bonds shall be of such form and denomination and shall be payable in principal and interest at such times and place and shall be sold, authorized, and issued in such manner as the governing body may determine. The bonds shall be dated no earlier than the date on which the special assessment shall begin to bear interest and shall be secured by and payable from the levy and collection of the special assessments in anticipation of the collection of which they are issued. Any premium received on the sale of the bonds may be applied as other bond proceeds, or if not so applied, the same shall be placed in the fund for the payment of principal of and interest on the bonds.

(3) The bonds shall be signed by a member of the governing body designated by the governing body and shall be countersigned by the appropriate treasurer, with the corporate seal thereto affixed as appropriate, and attested to by the clerk of the governing body. Interest may be evidenced by interest coupons attached to such bonds and signed by a facsimile signature of one of the individuals who signed the bond.

History: Ap. p. Sec. 24, Ch. 429, L. 1971; Sec. 70-624, R.C.M. 1947; Ap. p. Sec. 25, Ch. 429, L. 1971; Sec. 70-625, R.C.M. 1947; R.C.M. 1947, 70-624, 70-625(part).

69-4-333. Challenge to validity of assessments and bonds. (1) No special assessment levied under this part shall be declared void, nor shall any such assessment or part thereof be set aside in consequence of any error or irregularity permitted or appearing in any of the proceedings under this part, but any party feeling aggrieved by any such special assessment or proceeding may bring a civil action to cause such grievance to be adjudicated if such action is commenced prior to the expiration of the period specified in this section. The burden of proof to show that such special assessment or part thereof is invalid, inequitable, or unjust shall rest upon the party who brings such suit. Every person whose property is subject to such special assessment and who fails to appear during the public hearings on said assessments to raise his objection to such tax shall be deemed to have waived all objections to such levy, except the objection that the governing body lacks jurisdiction to levy such tax.

(2) For a period of 30 days after the governing body has adopted the assessment ordinance, any taxpayer in the district shall have the right to institute litigation for the purpose of questioning or attacking the proceedings pursuant to which the assessments have been authorized.

(3) For a period of 30 days after publication of the bond ordinance, as provided for in 69-4-332(1), any person whose property shall have been assessed and any taxpayer in the district shall have the right to institute litigation for the purpose of questioning or attacking the legality of such bonds.

(4) After the expiration of such 30-day period, all proceedings theretofore had by the governing body, the bonds to be issued pursuant thereto, and the special assessments from which such bonds are to be paid shall become incontestable, no suit attacking or questioning the legality thereof may be instituted in this state, and no court shall have the authority to inquire into such matters.

History: En. Sec. 25, Ch. 429, L. 1971; R.C.M. 1947, 70-625(part).

69-4-334 through 69-4-350 reserved.

69-4-351. Maintenance and construction of converted facilities. The public utility shall have the duty to maintain, repair, and replace all underground facilities installed pursuant to this part. There shall be no competitive bidding as to the construction of the converted facilities since existing facilities are owned, maintained, and operated by the public utility and the continuity of service of the utility is essential, both of which make construction work by third persons impracticable. Therefore, the public utility concerned shall be responsible for the accomplishment of all construction work and may contract out such of the construction work as it deems desirable.

History: En. Sec. 27, Ch. 429, L. 1971; R.C.M. 1947, 70-627(part).

69-4-352. Title to converted facilities. Title to the converted facilities shall be at all times solely and exclusively in the public utility involved, as the public is only purchasing the intangible benefits which come from converted facilities; that is, the removal of the overhead facilities and replacement by underground facilities.

History: En. Sec. 27, Ch. 429, L. 1971; R.C.M. 1947, 70-627(part).

69-4-353. Conversion of facilities on public property — notice to landowners. (1) Upon completion of the conversion of the overhead electric or communication facilities on public lands and right-of-way to underground, the public utility shall file a verified statement of the costs of such conversion with the governing body.

(2) The governing body shall mail to each landowner a notice stating that:

(a) service from the underground facilities is available;

(b) the landowner has 60 days after the date of the mailing of such notice to convert all overhead electric or communication facilities providing service to any structure or improvement located on his lot or parcel to underground service facilities; and

(c) after the 60-day period following the date of the mailing of the notice, the governing body will order the public utility to disconnect and remove all overhead electric and communication facilities providing service to any structure or improvement within the area.

History: En. Sec. 28, Ch. 429, L. 1971; R.C.M. 1947, 70-628.

69-4-354. Conversion of facilities on private property. (1) Any conversion of electric or communication service facilities, including service connections, located on a privately owned lot or parcel shall be made, at the expense of the landowner, by the public utility owning the facility. The conversion shall be made in accordance with applicable safety rules, codes, regulations, tariffs, or ordinances.

The public utility shall not be required to convert service lines on property, other than public lands and right-of-way, until the landowner furnishes to the public utility a permit or easement authorizing the public utility and its employees, agents, and contractors to enter upon real property of the landowner for the purpose of performing conversion work thereon.

(2) Upon completion of the conversion of overhead electric or communication service facilities on privately owned lots and parcels within a district, the public utility shall file with the governing body a verified statement of the costs of the conversion of such service facilities of each landowner in the district. Promptly thereafter, the governing body shall mail to each landowner a copy of such verified statement, which shall be due and payable within 30 days or as otherwise provided by the public utility.

History: En. Sec. 29, Ch. 429, L. 1971; R.C.M. 1947, 70-629.

69-4-355. Procedure upon failure to effect conversion on private property. If the owner of any structure or improvement served from the overhead electric or communication service facilities within an underground assessment district does not grant the utility a permit or easement referred to in 69-4-354 or if such an owner fails to convert to underground service facilities within 60 days after the mailing to him of the notice provided by 69-4-353, the governing body shall order the public utility to complete the conversion and to disconnect and remove all overhead facilities, including service facilities, providing service to such structure or improvement.

History: En. Sec. 30, Ch. 429, L. 1971; R.C.M. 1947, 70-630.

69-4-356. Payment of public utility. (1) Upon completion of the conversion contemplated by this part, the public utility shall present the governing body with its verified bill for conversion costs as computed pursuant to 69-4-314, but based upon the actual cost of constructing the underground facility rather than the estimated cost of the facility. In the event the conversion costs are less than the estimated conversion costs, each assessed owner within the improvement district shall receive the benefit, prorated in such form and at such time or times as the governing body may determine. The bill of the public utility shall be paid within 30 days by the governing body from the improvement district funds or such other source as is properly designated by the governing body.

(2) In determining the actual cost of constructing the underground facility, the public utility shall use its standard accounting procedures, such as the uniform system of accounts as defined by the federal communications commission, federal power commission, or Montana public service commission and as is in use at the time of the conversion by the public utility involved.

History: En. Sec. 31, Ch. 429, L. 1971; R.C.M. 1947, 70-631.

69-4-357. Prohibition on reinstallation of overhead facilities. Once removed, no overhead electric or communication facilities shall be installed in a special improvement district for conversion of overhead electric and communication facilities, except as authorized by this part.

History: En. Sec. 32, Ch. 429, L. 1971; R.C.M. 1947, 70-632.

69-4-358. Postponement of conversion until certain actions occur. If a special improvement district is established pursuant to this part, the public utility involved shall not be required to commence conversion until the ordinance, the assessment roll, and the issuance of bonds have become final and until no civil action has been filed or if civil action has been filed, until the decision of the court upon the action has become final and is not subject to further appeal.

History: En. Sec. 35, Ch. 429, L. 1971; R.C.M. 1947, 70-635.

Part 4

Relocation of Overhead Utility Lines

69-4-401. Definitions. As used in this part, the following definitions apply:

(1) "Agricultural improvement" includes, without limitation, sprinkler irrigation systems.

(2) "Overhead utility line" means a facility for the transmission or distribution of electricity or telephone messages along wires or cables suspended above the ground between single or double poles and their respective anchors.

History: En. 24-201 by Sec. 1, Ch. 123, L. 1975; R.C.M. 1947, 24-201.

69-4-402. Petition for relocation of overhead line. An owner of agricultural land across which an overhead utility line has been constructed may petition the district court for an order for relocation of the line for the purpose of installing an agricultural improvement. The petition shall set forth the nature of the proposed agricultural improvement, the increase in productivity of the land anticipated to result from the improvement, and a feasible alternative route, across other land to be provided by the petitioner at no cost to the owner of the overhead utility line.

History: En. 24-202 by Sec. 2, Ch. 123, L. 1975; R.C.M. 1947, 24-202.

69-4-403. Hearing and order. The district court shall, upon notice to the owner of the overhead utility line, hear evidence bearing upon the matters presented in the petition. If the evidence establishes a substantial improvement in agricultural productivity and the feasibility of the relocated route, the court shall grant or modify and grant, as modified, the petition and order the owner of the line to relocate the line.

History: En. 24-203 by Sec. 3, Ch. 123, L. 1975; R.C.M. 1947, 24-203.

69-4-404. Costs of relocation. The costs of relocating an overhead utility line as ordered under 69-4-403 shall be paid 50% by the utility and 50% by the owner of the land. However, if the person petitioning for the order fails for any reason to install the agricultural improvement within 2 years following the date relocation is completed, he must reimburse the owner of the line the full cost of relocation, and the court has continuing jurisdiction over the parties for the purpose of ordering such reimbursement.

History: En. 24-204 by Sec. 4, Ch. 123, L. 1975; R.C.M. 1947, 24-204.

Part 5

Excavations Near Underground Facilities

69-4-501. Definitions. The following definitions shall apply to this part:

(1) "Excavation" shall mean and include any ditch, trench, cut, hole, or change in grade.

(2) "Person" shall mean and include an individual, partnership, joint venture, or corporation and includes the employer of an individual.

(3) "Underground facility" shall mean any item of personal property which shall be buried or placed below ground for use in connection with the storage or conveyance of water, sewage, electronic, telephonic or telegraphic communications, electric energy, oil, gas, or other substances and shall include but not be limited to pipes, sewers, conduits, cables, valves, lines, wires, manholes, and attachments to the aforesaid.

History: En. Sec. 1, Ch. 180, L. 1971; R.C.M. 1947, 32-4801.

69-4-502. Information to be sought before excavation. (1) No person shall make or begin any excavation in any public street, alley, right-of-way dedicated to the public use, or utility easement without first obtaining information concerning the possible location of any underground facility from each and every public utility, municipal corporation, or other person having the right to bury such underground facilities within the public street, alley, right-of-way, or utility easement.

(2) Every public utility, municipal corporation, or other person having the right to bury underground facilities shall file with the county clerk and recorder in each county where the underground facilities are located, the name, address, and telephone number of the person or persons from whom the necessary information may be obtained.

History: (1)En. Sec. 2, Ch. 180, L. 1971; Sec. 32-4802, R.C.M. 1947; (2)En. Sec. 3, Ch. 180, L. 1971; Sec. 32-4803, R.C.M. 1947; R.C.M. 1947, 32-4802, 32-4803(part).

69-4-503. Procedure to secure information. (1) Any person seeking information concerning the location of any underground facility must do so by request in writing.

(2) The person from whom such information is sought must acknowledge in writing receipt of such request and must provide such information in writing no later than the end of the normal business hours of the second full business day following the date of receipt of the request, Saturdays, Sundays, and holidays excluded.

History: En. Sec. 3, Ch. 180, L. 1971; R.C.M. 1947, 32-4803(part).

69-4-504. Information to be part of architects' and engineers' plans. (1) Architects and engineers designing or requiring excavating in or adjacent to any public street, alley, or right-of-way dedicated to public use or utility easement shall obtain information as to underground facilities and then make said information a part of the plan by which the contractors operate.

(2) Nothing in this section shall excuse any person from the obligation imposed by 69-4-502(1).

History: En. Sec. 8, Ch. 180, L. 1971; R.C.M. 1947, 32-4808.

69-4-505. Liability for damages to underground facilities. (1) If any underground facility is damaged by any person who has failed to obtain information as to its location as provided in 69-4-503, then such person shall be liable to the owner of the underground facility for the entire cost of the repair of such facility.

(2) If information requested pursuant to 69-4-503 is not provided within the time specified therein, any person damaging or injuring underground facilities shall not be liable for such damage or injury, unless caused by his negligence.

(3) The act of obtaining information as required by this part shall not excuse any person making any excavation from doing so in a careful and prudent manner,

nor shall it excuse such person from liability for any damage or injury resulting from his negligence.

History: (1)En. Sec. 4, Ch. 180, L. 1971; Sec. 32-4804, R.C.M. 1947; (2)En. Sec. 5, Ch. 180, L. 1971; Sec. 32-4805, R.C.M. 1947; (3)En. Sec. 6, Ch. 180, L. 1971; Sec. 32-4806, R.C.M. 1947; R.C.M. 1947, 32-4804, 32-4805, 32-4806.

69-4-506. Exemption for emergency repairs. The provisions of this part shall not apply to any person making repairs to an underground facility or repairs to the streets or alleys themselves in a situation of emergency when such repairs must be made within a shorter period of time than that provided for in 69-4-503; provided, however, that this exemption from obtaining information shall not excuse the person making the repairs from any liability for damages caused by his negligence.

History: En. Sec. 7, Ch. 180, L. 1971; R.C.M. 1947, 32-4807.

Part 6

Movement of Structures

69-4-601. Movement of structures and interference with wires — notice required. No person, firm, or corporation moving, hauling, or transporting any house, building, derrick, or other structure shall cut, move, raise, or in any manner interfere with an electric light or electric power wire or poles or with telephone or telegraph wires, cables, messenger wires, guy wires, or poles without giving notice to the owner or agent of said wires or poles, as hereinafter provided.

History: En. Sec. 1, Ch. 55, L. 1929; re-en. Sec. 2711.1, R.C.M. 1935; amd. Sec. 1, Ch. 174, L. 1937; amd. Sec. 14, Ch. 137, L. 1941; R.C.M. 1947, 24-136.

69-4-602. Procedure to give required notice. The person, firm, or corporation moving any house, building, derrick, or other structure shall give to the person, firm, or corporation owning or operating such wire or poles, at their nearest office and also at their principal office within the state, not less than 3 days' written notice of the time and place, when and where the removal of said poles or the cutting, raising, moving, or otherwise interfering with said poles or wires will be necessary.

History: En. Sec. 2, Ch. 55, L. 1929; re-en. Sec. 2711.2, R.C.M. 1935; R.C.M. 1947, 24-137.

69-4-603. Procedure to accomplish move. (1) It shall then be the duty of any person, firm, or corporation owning or operating said poles or wires after service of notice, as required by 69-4-602, to furnish competent workmen or linemen to remove such poles or raise or cut such wires as will be necessary to facilitate removing such house, building, derrick, or other structure.

(2) No person, firm, or corporation engaged in moving any house, building, derrick, or other structure shall raise, cut, or in any way interfere with any such poles or wires, unless the persons or authorities owning or having control of the same shall refuse to do so after having been notified, as required by 69-4-602; then, only competent and experienced workmen or linemen shall be employed in such work, and in such case the necessary and reasonable expense shall be paid by the owners of the poles and wires handled; provided, however, that any person, firm, or corporation engaged in moving such structure within the limits of any city or town shall pay all necessary and reasonable expense of raising or cutting such wires or removing such poles. The work shall be done in a careful and workmanlike manner, and

the poles and wires shall be promptly replaced and the damages thereto promptly repaired.

History: En. Sec. 3, Ch. 55, L. 1929; re-en. Sec. 2711.3, R.C.M. 1935; amd. Sec. 1, Ch. 55, L. 1951; R.C.M. 1947, 24-138.

69-4-604. Unlawful interference with lines. It shall be unlawful for any person, firm, or corporation engaged as principal or employee in moving any house, building, derrick, or other structure, as provided in this part, to move, touch, cut, molest, or in any way interfere with any electric light, electric power, telephone, or telegraph wires, cables, messenger wires, or guy wires or any poles bearing any such wires, except in compliance with the provisions of this part.

History: En. Sec. 4, Ch. 55, L. 1929; re-en. Sec. 2711.4, R.C.M. 1935; amd. Sec. 2, Ch. 174, L. 1937; amd. Sec. 15, Ch. 137, L. 1941; R.C.M. 1947, 24-139.

CHAPTER 5

POWER AND ENERGY COMPANIES

Part 1 — Territorial Integrity for Electric Suppliers

Section

69-5-101. Short title.
69-5-102. Definitions.
69-5-103. Territorial integrity of certain municipalities and electric suppliers in outlying areas.
69-5-104. Continuation of service to existing consumers.
69-5-105. Service to new consumers.
69-5-106. Service to industrial or commercial premises.
69-5-107. Service to property owned by electric supplier.
69-5-108. Agreements between electric suppliers as to service areas.
69-5-109. Special provisions for annexed areas.
69-5-110. Jurisdiction of district courts over disputes.
69-5-111. Judicial remedies.

Part 1

Territorial Integrity for Electric Suppliers

69-5-101. Short title. This part shall be known and may be cited as the "Territorial Integrity Act of 1971".

History: En. Sec. 1, Ch. 7, L. 1971; R.C.M. 1947, 70-501.

69-5-102. Definitions. When used in this part, the following definitions apply:

(1) "Commercial premises" means the premises where the business of selling, warehousing, or distributing a commodity or other business activity is carried on or professional or other services are rendered.

(2) "Electric cooperative" means a rural electric cooperative organized under Title 35, chapter 18, or a foreign corporation admitted thereunder to do business in Montana.

(3) "Electric supplier" means any electrical utility and any electric cooperative.

(4) "Electric utility" means a person, firm, or corporation other than an electric cooperative which furnishes electrical service to the public.

(5) "Industrial premises" means the premises where an industrial activity is carried on, including but not limited to the operation of factories, mills, machine shops, mines, oil wells, refineries, pumping, cleaning and dyeing works, creameries, canneries, stockyards, feedlots, military installations, or other extractive, fabricating, or processing activities.

(6) "Line" means any electric conductor operating at a nominal voltage level of 34,500 volts or less, measured phase-to-phase.

(7) "Premises" means a building, residence, structure, or facility to which electricity is being or is to be furnished; provided, that two or more buildings, structures, or facilities which are located on one tract or contiguous tracts of land and are utilized by one electric consumer for farming, business, commercial, industrial, institutional, governmental, or trailer court purposes shall together constitute one premises, except that any such building, structure, or facility, other than a trailer court, shall not, together with any other building, structure, or facility, constitute one premises if the electric service to it is separately metered and the charges for such service are calculated independently of charges for service to any other building, structure, or facility.

History: En. Sec. 2, Ch. 7, L. 1971; amd. Sec. 1, Ch. 68, L. 1975; R.C.M. 1947, 70-502.

69-5-103. Territorial integrity of certain municipalities and electric suppliers in outlying areas. Electric suppliers shall have rights and be subject to restrictions as provided in 69-5-104 through 69-5-107 with respect to service in:

(1) all areas outside the boundaries of any incorporated or unincorporated city, town, village, or borough having a population in excess of 3,500 persons on or after March 17, 1939; and

(2) every incorporated municipality in which 95% or more of the premises are served by an electric cooperative on February 1, 1971.

History: En. Sec. 3, Ch. 7, L. 1971; R.C.M. 1947, 70-503(part).

69-5-104. Continuation of service to existing consumers. Every electric supplier shall have the right to serve all premises being served by it or to which any of its facilities are attached on February 1, 1971.

History: En. Sec. 3, Ch. 7, L. 1971; R.C.M. 1947, 70-503(1).

69-5-105. Service to new consumers. (1) Subject to 69-5-106, the electric supplier having a line nearest the premises, as measured in accordance with subsection (2), shall serve premises initially requiring service after February 1, 1971.

(2) All measurements under this part shall be made on the shortest straight line which can be drawn from the conductor nearest the premises to the nearest permanent portion of the premises. Construction power for premises to be constructed shall be supplied by the electric supplier having the right to serve the completed premises.

History: En. Sec. 3, Ch. 7, L. 1971; R.C.M. 1947, 70-503(2).

69-5-106. Service to industrial or commercial premises. (1) An electric utility shall have the right to furnish electric service to any industrial or commercial premises if the estimated connected load for full plant operation at such industrial or commercial premises will be 400 kilowatts or larger within 2 years from the date of initial service; provided, however, such electric utility can extend its lines to such industrial or commercial premises at less cost to the electric utility or the industrial or commercial customer than the electric cooperative cost. The estimated connected load shall be determined from the plans and specifications prepared for construction of the premises or, if such estimate is not available, shall be determined by agreement of the electric supplier and the customer. The fact that actual connected load after 2 years from the date of initial service exceeds or fails to equal 400 kilowatts shall not affect the right of the electric supplier initially providing service to continue service to such premises.

(2) An independent consultant engineer agreeable to both electric suppliers or, in the event of failure of the electric suppliers to agree on a consultant engineer, then by an independent consultant engineer selected by the district court having jurisdiction, as provided in 69-5-110, shall determine which electric supplier can extend its lines to the consumer at the least costs. The costs of such engineering services shall be paid equally by the electric suppliers involved.

(3) No premises other than another such commercial or industrial premises shall be served from a line constructed under this section.

History: En. Sec. 3, Ch. 7, L. 1971; R.C.M. 1947, 70-503(3).

69-5-107. Service to property owned by electric supplier. Nothing in 69-5-103 through 69-5-106 shall restrict the right of an electric supplier to furnish electric service to any property owned by the electric supplier.

History: En. Sec. 3, Ch. 7, L. 1971; R.C.M. 1947, 70-503(4).

69-5-108. Agreements between electric suppliers as to service areas. Notwithstanding the provisions of 69-5-103 through 69-5-107, any electric supplier may furnish electric service to any consumer at any premises being served by another electric supplier upon written agreement of the affected electric suppliers or at premises which another electric supplier has the right to serve pursuant to this part, upon written agreement of the affected electric suppliers.

History: En. Sec. 4, Ch. 7, L. 1971; R.C.M. 1947, 70-504.

69-5-109. Special provisions for annexed areas. With respect to service in areas which are annexed to incorporated municipalities having a population in excess of 3,500 persons on or after March 17, 1939, electric suppliers shall have rights and be subject to restrictions as follows:

(1) Every electric supplier shall have the right to serve all premises being served by it on the date of annexation.

(2) An electric cooperative shall not have the right to serve any premises initially requiring service on or after the date of annexation. The restriction stated in this subsection does not apply to incorporated municipalities in which 95% or more of the premises are served by an electric cooperative on February 1, 1971.

History: En. Sec. 5, Ch. 7, L. 1971; R.C.M. 1947, 70-505.

69-5-110. Jurisdiction of district courts over disputes. The district courts of the county or counties within which the premises or lines involved in any dispute are located shall have jurisdiction under this part over all electric suppliers subject to the provisions thereof.

History: En. Sec. 6, Ch. 7, L. 1971; R.C.M. 1947, 70-506.

69-5-111. Judicial remedies. (1) Whenever it shall appear that any electric supplier is failing or omitting or about to fail or omit to do anything required of it by this part or is doing or is about to do anything or to permit anything to be done contrary to or in violation of this part, any electric supplier affected thereby shall have the right to file a complaint in the district court briefly setting forth the acts or omissions complained of and requesting an injunction.

(2) If an affidavit showing that grounds exist therefor is filed with the complaint, a temporary restraining order shall be issued without notice. A copy of the temporary restraining order, complaint, and affidavit shall be served upon the defendant, together with an order to show cause why the temporary restraining order should not be made permanent, within 5 days after issuance of the temporary restraining order. The hearing on the order to show cause must be held at a date specified therein, which shall not be more than 10 days after service thereof and shall take precedence over all matters pending before the district court. A judgment making the injunction permanent or dissolving the temporary restraining order theretofore issued and dismissing the complaint must be made not later than 10 days after the hearing on the order to show cause.

(3) Any party aggrieved by the order may appeal to the supreme court of Montana by filing a notice of appeal in the district court within 20 days from entry of the order. The appeal must be perfected within 20 days thereafter and shall take precedence over all matters pending before the supreme court of Montana.

History: En. Sec. 7, Ch. 7, L. 1971; R.C.M. 1947, 70-507.

CHAPTER 6

COMMUNICATION UTILITIES

Part 1 — General Provisions

Section
69-6-101. Connection of telegraph and telephone lines.
69-6-102. Prohibition on consolidation of competing telegraph or telephone companies.
69-6-103. Maintenance of telephones in offices of railroad, telegraph, and express companies.

Part 1

General Provisions

69-6-101. Connection of telegraph and telephone lines. (1) Any association or corporation or the lessees or managers thereof, organized for the purpose, or any individual shall have the right to construct and maintain lines of telegraph or telephone within this state and connect the same with other lines.

(2) In case such persons or corporations cannot agree as to the compensation to be paid for the privilege of such connection, the acquiring of the right by the one to use the line of the other may be had in proceedings under Title 70, chapter 30, with the damages assessed and the right of connection granted as provided in Title 70, chapter 30.

History: En. Sec. 1001, Civ. C. 1895; re-en. Sec. 4401, Rev. C. 1907; re-en. Sec. 6646, R.C.M. 1921; re-en. Sec. 6646, R.C.M. 1935; R.C.M. 1947, 70-302.

69-6-102. Prohibition on consolidation of competing telegraph or telephone companies. No telegraph or telephone company shall:

(1) consolidate with or hold a controlling interest in the stock or bonds of any other telegraph or telephone company owning or having the control of a competing line; or

(2) acquire, by purchase or otherwise, any other competing line of telegraph or telephone.

History: En. Sec. 1002, Civ. C. 1895; re-en. Sec. 4402, Rev. C. 1907; re-en. Sec. 6647, R.C.M. 1921; re-en. Sec. 6647, R.C.M. 1935; R.C.M. 1947, 70-303.

69-6-103. Maintenance of telephones in offices of railroad, telegraph, and express companies. (1) It is hereby made the duty of every railroad, telegraph, and express company doing business in the state to install or allow to be installed in its ticket office, public office, and freight office, in all cities and towns in this state, where there are, at the time, one or more public telephone exchanges, a telephone of each public telephone exchange in said city or town and to maintain in each of said offices direct telephone connection with each of such exchanges. Nothing herein contained shall be construed to require said railroad, telegraph, or express company to build a telephone line, it being intended to require such company or companies to install or allow to be installed a telephone in each of its offices where it can be obtained by them as they may be obtained for other business offices in the same vicinity. Each railroad, telegraph, and express company shall cause to be promptly answered all calls made over such telephone connection during business hours. Such railroad, telegraph, and express companies shall not, in the absence of an agreement to the effect, be required to bear the expense incident to the installation of said telephones or to any charges for the use thereof. Over such telephone connection, such railroad, telegraph, or express company shall cause prompt and correct replies to be made to all reasonable and proper inquiries over such connection during business hours concerning the passenger, freight, or telegraph service of such railroad, telegraph, or express company.

(2) The term "business hours", as used in this section, shall be construed to mean such times as the office or depot of such railroad, telegraph, or express company may be open, with an officer or agent of such railroad, telegraph, or express company in charge for the transacting of business.

(3) Any railroad, telegraph, or express company failing or refusing to comply with the provisions of this section shall be deemed guilty of a misdemeanor.

History: (1)En. Sec. 1, Ch. 182, L. 1907; Sec. 4340, Rev. C. 1907; re-en. Sec. 6579, R.C.M. 1921; re-en. Sec. 6579, R.C.M. 1935; Sec. 72-624, R.C.M. 1947; (2)En. Sec. 2, Ch. 182, L. 1907; Sec. 4341, Rev. C. 1907; re-en. Sec. 6580, R.C.M. 1921; re-en. Sec. 6580, R.C.M. 1935; Sec. 72-625, R.C.M. 1947; (3)En. Sec. 3, Ch. 182, L. 1907; Sec. 4342, Rev. C. 1907; re-en. Sec. 6581, R.C.M. 1921; re-en. Sec. 6581, R.C.M. 1935; Sec. 72-626, R.C.M. 1947; R.C.M. 1947, 72-624, 72-625, 72-626.

CHAPTERS 7 THROUGH 10

RESERVED

CHAPTER 11

REGULATION OF CARRIERS

Part 1 — General Provisions

Section

69-11-101. Definitions.
69-11-102. Restrictions on preferential treatment.
69-11-103. Time schedules to be followed.
69-11-104. Right to compensation.

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69-11-427. Liability between carriers.
69-11-428. Liability for delay.
69-11-429. Liability for valuable cargo.

Part 1

General Provisions

69-11-101. Definitions. (1) Everyone who offers to the public to carry persons, property, or messages, excepting only telegraphic or telephonic messages, is a common carrier of whatever he thus offers to carry.

(2) The "contract of carriage" is a contract for the conveyance of property, persons, or messages from one place to another.

History: (1)En. Sec. 2870, Civ. C. 1895; re-en. Sec. 5332, Rev. C. 1907; re-en. Sec. 7846, R.C.M. 1921; Cal. Civ. C. Sec. 2168; Based on Field Civ. C. Sec. 1134; re-en. Sec. 7846, R.C.M. 1935; Sec. 8-701, R.C.M. 1947; (2)En. Sec. 2770, Civ. C. 1895; re-en. Sec. 5296, Rev. C. 1907; re-en. Sec. 7811, R.C.M. 1921; Cal. Civ. C. Sec. 2085; Field Civ. C. Sec. 1085; re-en. Sec. 7811, R.C.M. 1935; Sec. 8-401, R.C.M. 1947; R.C.M. 1947, 8-401, 8-701.

69-11-102. Restrictions on preferential treatment. (1) A common carrier must not give preference in time, price, or otherwise to one person over another.

(2) A common carrier must always give a preference in time and may give a preference in price to the United States and to this state.

History: (1)En. Sec. 2872, Civ. C. 1895; re-en. Sec. 5334, Rev. C. 1907; re-en. Sec. 7848, R.C.M. 1921; Cal. Civ. C. Sec. 2170; re-en. Sec. 7848, R.C.M. 1935; Sec. 8-703, R.C.M. 1947; (2)En. Sec. 2873, Civ. C. 1895; re-en. Sec. 5335, Rev. C. 1907; re-en. Sec. 7849, R.C.M. 1921; Cal. Civ. C. Sec. 2171; Field Civ. C. Sec. 1137; re-en. Sec. 7849, R.C.M.1935; Sec. 8-704, R.C.M. 1947; R.C.M. 1947, 8-703(part), 8-704.

69-11-103. Time schedules to be followed. A common carrier must start at such time and place as he announces to the public unless detained by accident or the elements or in order to connect with carriers on other lines of travel.

History: En. Sec. 2874, Civ. C. 1895; re-en. Sec. 5336, Rev. C. 1907; re-en. Sec. 7850, R.C.M. 1921; Cal. Civ. C. Sec. 2172; re-en. Sec. 7850, R.C.M. 1935; R.C.M. 1947, 8-705.

69-11-104. Right to compensation. A common carrier is entitled to a reasonable compensation, and no more, which he may require to be paid in advance. If payment thereof is refused, he may refuse to carry.

History: En. Sec. 2875, Civ. C. 1895; re-en. Sec. 5337, Rev. C. 1907; re-en. Sec. 7851, R.C.M. 1921; Cal. Civ. C. Sec. 2173; Field Civ. C. Sec. 1139; re-en. Sec. 7851, R.C.M. 1935; R.C.M. 1947, 8-706.

69-11-105. Effect of agreements on rights and obligations of carrier and other parties. (1) The obligations of a common carrier cannot be limited by general notice on his part, but may be limited by special contract.

(2) A common carrier cannot be exonerated, by any agreement made in anticipation thereof, from liability for the gross negligence, fraud, or willful wrong of himself or his servants.

(3) A passenger, consignor, or consignee, by accepting a ticket, bill of lading, or written contract for carriage, with a knowledge of its terms, assents to the rate of hire and the time, place, and manner of delivery therein stated, but his assent to any other modification of the carrier's rights or obligations contained in such instrument can be manifested only by his signature to the same, except as otherwise provided in the Uniform Commercial Code.

History: (1)En. Sec. 2876, Civ. C. 1895; re-en. Sec. 5338, Rev. C. 1907; re-en. Sec. 7852, R.C.M. 1921; Cal. Civ. C. Sec. 2174; re-en. Sec. 7852, R.C.M. 1935; Sec. 8-707, R.C.M. 1947; (2)En. Sec. 2877, Civ. C. 1895; re-en. Sec. 5339, Rev. C. 1907; re-en. Sec. 7853, R.C.M. 1921; Cal. Civ. C. Sec. 2175; Field Civ. C. Sec. 1141; re-en. Sec. 7853, R.C.M. 1935; Sec. 8-708, R.C.M. 1947; (3)En. Sec. 2878, Civ. C. 1895; re-en. Sec. 5340, Rev. C. 1907; re-en. Sec. 7854, R.C.M. 1921; Cal. Civ. C. Sec. 2176; Field Civ. C. Sec. 1142; re-en. Sec. 7854, R.C.M. 1935; amd. Sec.

11-105, Ch. 264, L. 1963; Sec. 8-709, R.C.M. 1947; R.C.M. 1947, 8-707, 8-708, 8-709.

69-11-106. Gratuitous carriers. (1) Carriers without reward are subject to the same rules as employees without reward, except as is otherwise provided by this chapter.

(2) A carrier without reward who has begun to perform his undertaking must complete it in like manner as if he had received a reward unless he restores the person or thing carried to as favorable a position as before he commenced his carriage.

(3) A carrier of persons without reward must use ordinary care and diligence for their safe carriage. A carrier of property without reward must use at least slight care and diligence.

History: (1)En. Sec. 2771, Civ. C. 1895; re-en. Sec. 5297, Rev. C. 1907; re-en. Sec. 7812, R.C.M. 1921; Cal. Civ. C. Sec. 2089; Field Civ. C. Sec. 1090; re-en. Sec. 7812, R.C.M. 1935; Sec. 8-402, R.C.M. 1947; (2)En. Sec. 2772, Civ. C. 1895; re-en. Sec. 5298, Rev. C. 1907; re-en. Sec. 7813, R.C.M. 1921; Cal. Civ. C. Sec. 2090; Field Civ. C. Sec. 1091; re-en. Sec. 7813, R.C.M. 1935; Sec. 8-403, R.C.M. 1947; (3)Ap. p. Sec. 2780, Civ. C. 1895; re-en. Sec. 5299, Rev. C. 1907; re-en. Sec. 7814, R.C.M. 1921; Cal. Civ. C. Sec. 2096; Field Civ. C. Sec. 1092; re-en. Sec. 7814, R.C.M. 1935; Sec. 8-404, R.C.M. 1947; Ap. p. Sec. 2810, Civ. C. 1895; re-en. Sec. 5306, Rev. C. 1907; re-en. Sec. 7821, R.C.M. 1921; Cal. Civ. C. Sec. 2114; Field Civ. C. Sec. 1099; re-en. Sec. 7821, R.C.M. 1935; Sec. 8-411, R.C.M. 1947; R.C.M. 1947, 8-402, 8-403, 8-404, 8-411(part).

69-11-107. General duty of care of carriers for reward. (1) A carrier of persons for reward must use the utmost care and diligence for their safe carriage, must provide everything necessary for that purpose, and must exercise to that end a reasonable degree of skill.

(2) A carrier of property for reward must use at least ordinary care and diligence in the performance of all his duties.

(3) A carrier of messages for reward must use great care and diligence in the transmission and delivery of messages.

History: (1)En. Sec. 2790, Civ. C. 1895; re-en. Sec. 5300, Rev. C. 1907; re-en. Sec. 7815, R.C.M. 1921; Cal. Civ. C. Sec. 2100; Field Civ. C. Sec. 1093; re-en. Sec. 7815, R.C.M. 1935; Sec. 8-405, R.C.M. 1947; (2)En. Sec. 2810, Civ. C. 1895; re-en. Sec. 5306, Rev. C. 1907; re-en. Sec. 7821, R.C.M. 1921; Cal. Civ. C. Sec. 2114; Field Civ. C. Sec. 1099; re-en. Sec. 7821, R.C.M. 1935; Sec. 8-411, R.C.M. 1947; (3)En. Sec. 2861, Civ. C. 1895; re-en. Sec. 5331, Rev. C. 1907; re-en. Sec. 7845, R.C.M. 1921; Cal. Civ. C. Sec. 2162; Field Civ. C. Sec. 1133; re-en. Sec. 7845, R.C.M. 1935; Sec. 8-419, R.C.M. 1947; R.C.M. 1947, 8-405, 8-411(part), 8-419.

69-11-108. Prohibition on confiscation of fuel. (1) It shall be unlawful for any person, railway company, or common carrier to confiscate or take for his or its own use or for the use of another any coal or other fuel in transit except when such coal or other fuel is necessary for the preservation of life or property or is required for the moving of trains of such common carrier. In a suit under this section to recover the penalty and damages, the burden of proof shall be on the person, railroad company, or common carrier confiscating the coal or other fuel to show that such coal or other fuel was necessary for the preservation of life or property or was required for the moving of trains of such common carrier.

(2) Any person, railroad company, or common carrier who shall confiscate or take any coal or fuel, either for his or its own use or for the use of another, shall be liable to the consignee or owner of such coal or fuel in double the value of such coal or fuel at the point of shipment and such other damages as may be caused by the confiscation of such coal. Such liability shall be exclusive of and in addition

to any and all charges for the transportation of such coal or fuel, which charges for the transportation shall be paid by the party confiscating such coal or fuel. In every case wherein coal or other fuel is taken or used by any such person, railroad company, or common carrier, it shall be the duty of such person, railroad company, or common carrier to notify the consignee by telegram or letter, immediately, of the taking of such coal and to pay and compensate him therefor within 30 days from the time of the taking.

(3) Any person, corporation, or common carrier who shall violate the provisions of this section shall be guilty of a misdemeanor and upon conviction thereof shall be fined not less than $50 or more than $200.

History: (1)En. Sec. 1, Ch. 119, L. 1907; Sec. 4355, Rev. C. 1907; re-en. Sec. 6592, R.C.M. 1921; re-en. Sec. 6592, R.C.M. 1935; Sec. 72-637, R.C.M. 1947; (2)En. Sec. 2, Ch. 119, L. 1907; Sec. 4356, Rev. C. 1907; re-en. Sec. 6593, R.C.M. 1921; re-en. Sec. 6593, R.C.M. 1935; Sec. 72-638, R.C.M. 1947; (3)En. Sec. 3, Ch. 119, L. 1907; Sec. 4357, Rev. C. 1907; re-en. Sec. 6594, R.C.M. 1921; re-en. Sec. 6594, R.C.M. 1935; Sec. 72-639, R.C.M. 1947; R.C.M. 1947, 72-637, 72-638, 72-639.

69-11-109. Provision for transportation of passengers and property for free or reduced rates. (1) No provisions of the laws of this state shall prevent any person, association, company, or corporation engaged as a common carrier of persons or property in this state from carrying, storing, or handling property free or at reduced rates for the United States, state or municipal governments or for charitable institutions or property which is being transported to or from fairs and expositions for exhibit thereat or cars used by the government of the United States or the state for the transportation of fish, for carrying free or at reduced rates agents and employees employed in such transportation, and nothing therein contained shall prevent such person, association, company, or corporation from issuing free transportation or selling tickets at reduced rates to the following classes of persons:

(a) employees of the issuing road and the members of their families;

(b) officers and employees of other railroads and the members of their families upon the exchange of passes or tickets;

(c) doctors, nurses, and helpers being carried to wrecks;

(d) soldiers or sailors going to or coming from institutions for their keeping;

(e) ministers of religion and persons engaged in charitable or religious work and destitute or homeless persons being transported by charitable societies or at public expense;

(f) executive, judicial, or legislative officers of this state, including the members of the faculty of the different educational institutions of the state.

(2) When free transportation or a ticket at a reduced rate is issued to any such officer or any president or member of the faculty of any educational institution, referred to in subsection (1)(f), it shall only be issued upon the application of the secretary of state, and the transportation or ticket shall be delivered to the secretary of state for delivery to the person or persons applying therefor. The secretary of state shall keep record of all transportation and tickets at reduced rates so received and delivered by him. The state officer and the president and faculty of the state educational institutions when traveling upon any free transportation may not charge any mileage against the state, or if traveling upon a ticket sold at reduced fare, they may not charge mileage in excess of the cost of the ticket.

(3) The carrying free or at reduced rates of property or persons in any of the classes above specified shall be held to be a reasonable classification by railroad companies for such purposes and not to be unjust discrimination. The carriage and transportation by any railroad company, at free or reduced rates, in any of the cases above specified shall be held not to be a violation of any of the provisions of the laws of Montana or subject said railroad company to any penalty therefor.

History: (1), (2)En. Sec. 1, Ch. 53, L. 1913; re-en. Sec. 6575, R.C.M. 1921; re-en. Sec. 6575, R.C.M. 1935; amd. Sec. 18, Ch. 315, L. 1974; Sec. 72-620, R.C.M.

1947; (3)En. Sec. 2, Ch. 53, L. 1913; re-en. Sec. 6576, R.C.M. 1921; re-en. Sec. 6576, R.C.M. 1935; Sec. 72-621, R.C.M.1947; R.C.M. 1947, 72-620, 72-621.

69-11-110 through 69-11-120 reserved.

69-11-121. Detriment caused by carrier. (1) The detriment caused by the breach of a carrier's obligation to accept freight, messages, or passengers is deemed to be the difference between the amount which he had a right to charge for the carriage and the amount which it would be necessary to pay for the same service when it ought to be performed.

(2) The detriment caused by the breach of a carrier's obligation to deliver freight, where he has not converted it to his own use, is deemed to be the value thereof at the place and on the day at which it should have been delivered, deducting the freightage to which he would have been entitled if he had completed the delivery.

(3) The detriment caused by a carrier's delay in the delivery of freight is deemed to be the depreciation in the intrinsic value of the freight during the delay and also the depreciation, if any, in the market value thereof, otherwise than by reason of a depreciation in its intrinsic value, at the place where it ought to have been delivered and between the day at which it ought to have been delivered and the day of its actual delivery.

(4) The damages prescribed by this section are exclusive of exemplary damages and interest, except where those are expressly mentioned. Notwithstanding the provisions of this section, no person can recover a greater amount in damages for the breach of an obligation than he could have gained by the full performance thereof on both sides, except in the cases specified in 27-1-221 through 27-1-223, 27-1-322, 70-16-108, 70-27-207, and 70-27-208.

History: (1)En. Sec. 4315, Civ. C. 1895; re-en. Sec. 6063, Rev. C. 1907; re-en. Sec. 8681, R.C.M. 1921; Cal. Civ. C. Sec. 3315; Field. Civ. C. Sec. 1855; re-en. Sec. 8681, R.C.M. 1935; Sec. 17-315, R.C.M. 1947; (2)En. Sec. 4316, Civ. C. 1895; re-en. Sec. 6064, Rev. C. 1907; re-en. Sec. 8682, R.C.M. 1921; Cal. Civ. C. Sec. 3316; Field. Civ. C. Sec. 1856; re-en. Sec. 8682, R.C.M. 1935; Sec. 17-316, R.C.M. 1947; (3)En. Sec. 4317, Civ. C. 1895; re-en. Sec. 6065, Rev. C. 1907; re-en. Sec. 8683, R.C.M. 1921; Cal. Civ. C. Sec. 3317; Field. Civ. C. Sec. 1857; re-en. Sec. 8683, R.C.M. 1935; Sec. 17-317, R.C.M. 1947; (4)Ap. p. Sec. 4364, Civ. C. 1895; re-en. Sec. 6085, Rev. C. 1907; re-en. Sec. 8703, R.C.M. 1921; Cal. Civ. C. Sec. 3357; Field Civ. C. Sec. 1876; re-en. Sec. 8703, R.C.M. 1935; Sec. 17-605, R.C.M. 1947; Ap. p. Sec. 4365, Civ. C. 1895; re-en. Sec. 6086, Rev. C. 1907; re-en. Sec. 8704, R.C.M. 1921; Cal. Civ. C. Sec. 3358; Field Civ. C. Sec. 1877; re-en. Sec. 8704, R.C.M. 1935; Sec. 17-606, R.C.M. 1947; R.C.M. 1947, 17-315, 17-316, 17-317, 17-605(part), 17-606(part).

Part 2

Carriers of Passengers

69-11-201. Requirements for carriers of persons for reward. (1) A carrier of persons for reward is bound to provide vehicles safe and fit for the purposes to which they are put and is not excused for default in this respect by any degree of care.

(2) A carrier of persons for reward must not overcrowd or overload his vehicle.

(3) A carrier of persons for reward must give to passengers all such accommodations as are usual and reasonable, must treat them with civility, and give them a reasonable degree of attention.

(4) A carrier of persons for reward must travel at a reasonable rate of speed, without any unreasonable delay or deviation from his proper route.

History: (1)En. Sec. 2791, Civ. C. 1895; re-en. Sec. 5301, Rev. C. 1907; re-en. Sec. 7816, R.C.M. 1921; Cal. Civ. C. Sec. 2101; Field Civ. C. Sec. 1094; re-en. Sec. 7816, R.C.M. 1935; Sec. 8-406, R.C.M. 1947; (2)En. Sec. 2792, Civ. C. 1895; re-en. Sec. 5302, Rev. C. 1907; re-en. Sec. 7817, R.C.M. 1921; Cal. Civ. C. Sec. 2102; Field Civ. C. Sec. 1095; re-en. Sec. 7817, R.C.M. 1935; Sec. 8-407, R.C.M. 1947; (3)En. Sec. 2793, Civ. C. 1895; re-en. Sec. 5303, Rev. C. 1907; re-en. Sec. 7818, R.C.M. 1921; Cal. Civ. C. Sec. 2103; Field Civ. C. Sec. 1096; re-en. Sec. 7818, R.C.M. 1935; Sec. 8-408, R.C.M. 1947; (4)En. Sec. 2794, Civ. C. 1895; re-en. Sec. 5304, Rev. C. 1907; re-en. Sec. 7819, R.C.M. 1921; Cal. Civ. C. Sec. 2104; Field Civ. C. Sec. 1097; re-en. Sec. 7819, R.C.M. 1935; R.C.M. 1947, 8-406, 8-407, 8-408, 8-409.

69-11-202. Establishment and notice of schedule for passenger carriers. Every common carrier of passengers by railroad or by vessel plying upon waters lying wholly within this state shall establish a schedule time for the starting of trains or vessels from their respective stations or wharves, of which public notice shall be given, and shall, weather permitting, except in case of accident or detention caused by connecting lines, start their trains or vessels at or within 10 minutes after the schedule time so established and notice given, under a penalty of $250 for each neglect so to do, to be recovered by action before any court of competent jurisdiction, upon complaint filed by the county attorney of the county in the name of the state, and paid into the common school fund of the county.

History: En. Sec. 2872, Civ. C. 1895; re-en. Sec. 5334, Rev. C. 1907; re-en. Sec. 7848, R.C.M. 1921; Cal. Civ. C. Sec. 2170; re-en. Sec. 7848, R.C.M. 1935; R.C.M. 1947, 8-703(part).

69-11-203. Transport of passengers. (1) A common carrier of persons must provide a sufficient number of vehicles to accommodate all the passengers who can be reasonably expected to require carriage at any one time.

(2) A common carrier of persons must provide every passenger with a seat. He must not overload his vehicle by receiving and carrying more passengers than its rated capacity allows.

(3) A common carrier of persons may make rules for the conduct of his business and may require passengers to conform to them if they are lawful, public, uniform in their application, and reasonable.

History: (1)En. Sec. 2894, Civ. C. 1895; re-en. Sec. 5346, Rev. C. 1907; re-en. Sec. 7860, R.C.M. 1921; Cal. Civ. C. Sec. 2184; Based on Field Civ. C. Sec. 1147; re-en. Sec. 7860, R.C.M. 1935; Sec. 8-805, R.C.M. 1947; (2)En. Sec. 2895, Civ. C. 1895; re-en. Sec. 5347, Rev. C. 1907; re-en. Sec. 7861, R.C.M. 1921; Cal. Civ. C. Sec. 2185; Based on Field Civ. C. Sec. 1148; re-en. Sec. 7861, R.C.M. 1935; Sec. 8-806, R.C.M. 1947; (3)En. Sec. 2896, Civ. C. 1895; re-en. Sec. 5348, Rev. C. 1907; re-en. Sec. 7862, R.C.M. 1921; Cal. Civ. C. Sec. 2186; Field Civ. C. Sec. 1149; re-en. Sec. 7862, R.C.M. 1935; Sec. 8-807, R.C.M. 1947; R.C.M. 1947, 8-805, 8-806, 8-807.

69-11-204. Carriage of baggage by carriers of persons. (1) Baggage may consist of any articles intended for the use of a passenger while traveling or for his personal equipment.

(2) A common carrier of persons, unless his vehicle is fitted for the reception of persons exclusively, must receive and carry a reasonable amount of baggage for each passenger without charge, except for an excess of weight over 100 pounds to a passenger; but if such carrier is a proprietor of a stage line, he may not receive and carry for each passenger by such stage line, without charge, more than 60 pounds of baggage.

(3) The liability of a carrier for baggage received by him with a passenger is the same as that of a common carrier of property.

(4) A common carrier must deliver every passenger's baggage, whether within the prescribed weight or not, immediately upon the arrival of the passenger at his destination and, unless the vehicle would be overcrowded or overloaded thereby, must carry it on the same vehicle by which he carries the passenger to whom it belonged; except, that where baggage is transported by rail, it must be checked and carried in a regular baggage car and whenever passengers neglect or refuse to have their baggage so checked and transported, it is carried at their risk.

History: (1)En. Sec. 2891, Civ. C. 1895; re-en. Sec. 5343, Rev. C. 1907; re-en. Sec. 7857, R.C.M. 1921; Cal. Civ. C. Sec. 2181; Field Civ. C. Sec. 1144; re-en. Sec. 7857, R.C.M. 1935; Sec. 8-802, R.C.M. 1947; (2)En. Sec. 2890, Civ. C. 1895; re-en. Sec. 5342, Rev. C. 1907; re-en. Sec. 7856, R.C.M. 1921; Cal. Civ. C. Sec. 2180; Based on Field Civ. C. Sec. 1143; re-en. Sec. 7856, R.C.M. 1935; Sec. 8-801, R.C.M. 1947; (3)En. Sec. 2892, Civ. C. 1895; re-en. Sec. 5344, Rev. C. 1907; re-en. Sec. 7858, R.C.M. 1921; Cal. Civ. C. Sec. 2182; Field Civ. C. Sec. 1145; re-en. Sec. 7858, R.C.M. 1935; Sec. 8-803, R.C.M. 1947; (4)En. Sec. 2893, Civ. C. 1895; re-en. Sec. 5345, Rev. C. 1907; re-en. Sec. 7859, R.C.M. 1921; Cal. Civ. C. Sec. 2183; re-en. Sec. 7859, R.C.M. 1935; Sec. 8-804, R.C.M. 1947; R.C.M. 1947, 8-801, 8-802, 8-803, 8-804.

69-11-205. Payment of fare by passengers. A common carrier may demand the fare of passengers either at starting or at any subsequent time.

History: En. Sec. 2897, Civ. C. 1895; re-en. Sec. 5349, Rev. C. 1907; re-en. Sec. 7863, R.C.M. 1921; Cal. Civ. C. Sec. 2187; Field Civ. C. Sec. 1150; re-en. Sec. 7863, R.C.M. 1935; R.C.M. 1947, 8-808.

69-11-206. Lien for payment of fare. A common carrier has a lien upon the baggage of a passenger for the payment of such fare as he is entitled to from him. This lien is regulated by the law on liens.

History: En. Sec. 2900, Civ. C. 1895; re-en. Sec. 5352, Rev. C. 1907; re-en. Sec. 7866, R.C.M. 1921; Cal. Civ. C. Sec. 2191; Field Civ. C. Sec. 1153; re-en. Sec. 7866, R.C.M. 1935; R.C.M. 1947, 8-811.

69-11-207. Authorization for free transportation. (1) No common carrier of passengers shall directly or indirectly issue, furnish, or give any free ticket, free pass, or free transportation for the carriage or passage of any person within this state, except as permitted in 69-11-208; nor shall any common carrier, in the sale of tickets for transportation at reduced rates, discriminate between persons purchasing the same, except the persons described in 69-11-208.

(2) The words "free ticket", "free pass", and "free transportation", as used in this section and 69-11-208, shall include any ticket, pass, contract, permit, or transportation issued, furnished, or given to any person by any common carrier of passengers for carriage or passage for any other consideration than money paid in the usual way at the rate, fare, or charge open to all who desire to purchase.

(3) Any common carrier or its officers, agents, or representatives violating any of the provisions of this section and 69-11-208 shall be fined in the sum of not less than $10 or more than $300 for each offense, and any person, other than the persons excepted in 69-11-208, who accepts or uses any free ticket, free pass, or free transportation for carriage or passage within this state shall be subject to a like penalty.

History: (1), (2)En. Sec. 1, Ch. 136, L. 1911; re-en. Sec. 6572, R.C.M. 1921; re-en. Sec. 6572, R.C.M. 1935; Sec. 72-616, R.C.M. 1947; (3)En. Sec. 3, Ch. 136, L. 1911; re-en. Sec. 6574, R.C.M. 1921; re-en. Sec. 6574, R.C.M. 1935; Sec. 72-619, R.C.M. 1947; R.C.M. 1947, 72-616, 72-619.

69-11-208. Classes of persons who may receive free transportation. (1) The persons to whom free tickets, free passes, free transportation, and discriminating reduced rates may be issued, furnished, or given are the following:

(a) the officers, agents, employees, attorneys, physicians, and surgeons of such common carriers of passengers;

(b) the families of the persons included in subsection (1)(a);

(c) the general officers of any such common carriers;

(d) employees of sleeping car and express car companies and linemen of telegraph and telephone companies, railway mail service employees, post-office inspectors, customs inspectors, and immigration inspectors, newsboys and newsgirls on trains, and baggage agents;

(e) persons injured in wrecks and physicians and nurses attending such persons;

(f) passengers traveling with the object of providing relief in cases of railroad accident, general epidemic, pestilence, or other calamitous visitation;

(g) necessary caretakers of livestock, vegetables, and fruit, including return transportation to forwarding stations;

(h) the officers, agents, or regularly accredited representatives of labor organizations composed wholly of employees of railway companies;

(i) inmates of homes for the reform or rescue of the vicious or unfortunate, including those about to enter and those returning home after discharge, and boards of managers, including officers and superintendents, of such homes;

(j) superannuated and pensioned employees and members of their families and surviving spouses of such members;

(k) employees, crippled and disabled in the service of the common carrier of passengers;

(l) policemen and firefighters of any city, wearing the insignia of their office within the limits of such city;

(m) ministers of religion, newspaper employees in exchange for advertising, traveling secretaries of Young Men's Christian Associations and Young Women's Christian Associations, inmates of hospitals and charitable and eleemosynary institutions, and persons exclusively engaged in charitable and eleemosynary work;

(n) indigent, destitute, and homeless persons, while being transported by charitable societies or hospitals, and necessary agents and employees in such transportation;

(o) school children to and from public or parochial schools;

(p) the public service commission of Montana;

(q) the state fire marshal;

(r) the state scale expert and his necessary employees while traveling on official duty;

(s) the furloughed employees of common carriers authorized by 69-11-207 to issue free transportation and members of their families;

(t) persons who have become disabled or infirm in the service of a common carrier or members of families of persons who have become disabled or infirm in the service of any such common carrier;

(u) families of persons killed and surviving spouses who have not remarried and minor children during minority of persons who died while in the service of any such common carrier;

(v) witnesses attending any legal investigation in which such carrier is interested;

(w) the remains of persons who died while in the employment of a common carrier; and

(x) ex-employees traveling for the purpose of entering the service of any such common carrier.

(2) The provisions of this section and 69-11-207 shall not be construed to prohibit the interchange of passes for the persons to whom free tickets, free passes, or free transportation may be furnished or given under the provisions of this

section. Nothing in this section or 69-11-207 shall be construed to invalidate any existing contract between a street railway company and a city, where a condition of a franchise grant requires the furnishing of transportation to policemen, firefighters, and officers while in the performance of official duties.

History: (1)(a) thru (r), (2)En. Sec. 2, Ch. 136, L. 1911; re-en. Sec. 6573, R.C.M. 1921; amd. Sec. 1, Ch. 113, L. 1929; amd. Sec. 1, Ch. 78, L. 1933; re-en. Sec. 6573, R.C.M. 1935; amd. Sec. 35, Ch. 535, L. 1975; Sec. 72-617, R.C.M. 1947; (1)(s) thru (x)En. Sec. 1, Ch. 9, L. 1929; re-en. Sec. 6573.1, R.C.M. 1935; amd. Sec. 36, Ch. 535, L. 1975; Sec. 72-618, R.C.M. 1947; R.C.M. 1947, 72-617(part), 72-618.

69-11-209. Ejection of passengers. (1) A passenger who refuses to pay his fare or conform to any lawful regulation of the carrier may be ejected from the vehicle by the carrier. This must be done with as little violence as possible and at any usual stopping place or near some dwelling house.

(2) After having ejected a passenger, a carrier has no right to require the payment of any part of his fare.

History: (1)En. Sec. 2898, Civ. C. 1895; re-en. Sec. 5350, Rev. C. 1907; re-en. Sec. 7864, R.C.M. 1921; Cal. Civ. C. Sec. 2188; Based on Field Civ. C. Sec. 1151; re-en. Sec. 7864, R.C.M. 1935; Sec. 8-809, R.C.M. 1947; (2)En. Sec. 2899, Civ. C. 1895; re-en. Sec. 5351, Rev. C. 1907; re-en. Sec. 7865, R.C.M. 1921; Cal. Civ. C. Sec. 2190; Field Civ. C. Sec. 1152; re-en. Sec. 7865, R.C.M. 1935; Sec. 8-810, R.C.M. 1947; R.C.M. 1947, 8-809, 8-810.

Part 3

Carriers of Messages

69-11-301. Requirements for carriers of messages for reward. (1) A carrier of messages for reward, other than by telegraph or telephone, must deliver them at the place to which they are addressed or to the person for whom they are intended.

(2) Such carrier by telegraph or telephone must deliver them at such place and to such person provided the place of address or the person for whom they are intended is within a distance of 2 miles from the main office of the carrier in the city or town to which the messages are transmitted. The carrier is not required, in making the delivery, to pay on his route toll or ferriage, but for any distance beyond 1 mile from such office, compensation may be charged for a messenger employed by the carrier.

History: En. Sec. 2860, Civ. C. 1895; re-en. Sec. 5330, Rev. C. 1907; re-en. Sec. 7844, R.C.M. 1921; Cal. Civ. C. Sec. 2161; re-en. Sec. 7844, R.C.M. 1935; R.C.M. 1947, 8-418.

69-11-302. Order of transmission of messages. (1) A carrier of messages by telegraph or telephone must, if it is practicable, transmit every such message immediately upon its receipt. If this is not practicable and several messages accumulate upon his hands, he must transmit them in the following order:

(a) messages from public agents of the United States or of this state on public business;

(b) messages giving information relating to the sickness or death of any person;

(c) messages intended in good faith for immediate publication in newspapers and not for any secret use;

(d) other messages in the order in which they were received.

(2) A common carrier of messages, otherwise than by telegraph or telephone, must transmit them in the order in which he receives them, except messages from

agents of the United States or of this state on public business, to which he must always give priority.

History: (1)En. Sec. 2930, Civ. C. 1895; re-en. Sec. 5361, Rev. C. 1907; re-en. Sec. 7875, R.C.M. 1921; Cal. Civ. C. Sec. 2207; Based on Field Civ. C. Sec. 1164; re-en. Sec. 7875, R.C.M. 1935; Sec. 8-820, R.C.M. 1947; (2)En. Sec. 2931, Civ. C. 1895; re-en. Sec. 5362, Rev. C. 1907; re-en. Sec. 7876, R.C.M. 1921; Cal. Civ. C. Sec. 2208; Based on Field Civ. C. Sec. 1165; re-en. Sec. 7876, R.C.M. 1935; Sec. 8-821, R.C.M. 1947; R.C.M. 1947, 8-820, 8-821.

69-11-303. Damages for refused or delayed message. Every person whose message is refused or postponed contrary to the provisions of this chapter is entitled to recover from the carrier his actual damages and $50 in addition thereto.

History: En. Sec. 2932, Civ. C. 1895; re-en. Sec. 5363, Rev. C. 1907; re-en. Sec. 7877, R.C.M. 1921; Cal. Civ. C. Sec. 2209; Based on Field Civ. C. Sec. 1166; re-en. Sec. 7877, R.C.M. 1935; R.C.M. 1947, 8-822.

69-11-304. Loss of valuable letters. A common carrier is not responsible for loss or miscarriage of a letter or package having the form of a letter containing money or notes, bills of exchange, or other papers of value unless he is informed at the time of its receipt of the value of its contents.

History: En. Sec. 2879, Civ. C. 1895; re-en. Sec. 5341, Rev. C. 1907; re-en. Sec. 7855, R.C.M. 1921; Cal. Civ. C. Sec. 2177; re-en. Sec. 7855, R.C.M. 1935; R.C.M. 1947, 8-710.

Part 4

Carriers of Property

69-11-401. General definitions. Property carried is called freight; the reward, if any, to be paid for its carriage is called freightage; the person who delivers the freight to the carrier is called the consignor; and the person to whom it is to be delivered is called the consignee.

History: En. Sec. 2800, Civ. C. 1895; re-en. Sec. 5305, Rev. C. 1907; re-en. Sec. 7820, R.C.M. 1921; Cal. Civ. C. Sec. 2114; Field Civ. C. Sec. 1098; re-en. Sec. 7820, R.C.M. 1935; R.C.M. 1947, 8-410.

69-11-402. Relationship of carrier to consignor and consignee. (1) A carrier must comply with the directions of the consignor or consignee to the same extent as an employee is bound to comply with those of his employer.

(2) When the directions of a consignor and consignee are conflicting, the carrier must comply with those of the consignor in respect to all matters except the delivery of the freight, as to which he must comply with the directions of the consignee, unless the consignor has specially forbidden the carrier to receive orders from the consignee inconsistent with his own.

History: (1)En. Sec. 2811, Civ. C. 1895; re-en. Sec. 5307, Rev. C. 1907; re-en. Sec. 7822, R.C.M. 1921; Cal. Civ. C. Sec. 2115; Field Civ. C. Sec. 1100; re-en. Sec. 7822, R.C.M. 1935; Sec. 8-412, R.C.M. 1947; (2)En. Sec. 2812, Civ. C. 1895; re-en. Sec. 5308, Rev. C. 1907; re-en. Sec. 7823, R.C.M. 1921; Cal. Civ. C. Sec. 2118; Field Civ. C. Sec. 1101; re-en. Sec. 7823, R.C.M. 1935; Sec. 8-413, R.C.M. 1947; R.C.M. 1947, 8-412, 8-413.

69-11-403. Acceptance of freight. A common carrier must, if able to do so, accept and carry whatever is offered to him, at a reasonable time and place, of a kind that he undertakes or is accustomed to carry.

History: En. Sec. 2871, Civ. C. 1895; re-en. Sec. 5333, Rev. C. 1907; re-en. Sec. 7847, R.C.M. 1921; Cal. Civ. C. Sec. 2169; Field Civ. C. Sec. 1135; re-en. Sec. 7847, R.C.M. 1935; R.C.M. 1947, 8-702.

69-11-404. Delivery of freight. (1) A carrier of property must deliver it to the consignee at the place to which it is addressed and in the manner usual at that place.

(2) If there is no usage to the contrary at the place of delivery, freight must be delivered as follows:

(a) If carried on a railway owned or managed by the carrier, it may be delivered at the station nearest to the place to which it is addressed.

(b) If carried by water, it may be delivered at a wharf or other suitable landing, at or within a reasonable distance from the place of address.

(c) In other cases, it must be delivered to the consignee or his agent, personally, if either can be found with reasonable diligence.

(3) If, for any reason, a carrier does not deliver freight to the consignee or his agent personally, he must give notice to the consignee of its arrival and keep the same in safety, upon his responsibility as a warehouseman, until the consignee has had a reasonable time to remove it. If the place of residence or business of the consignee be unknown to the carrier, he may give the notice by letter dropped in the nearest post office.

History: (1)En. Sec. 2813, Civ. C. 1895; re-en. Sec. 5309, Rev. C. 1907; re-en. Sec. 7824, R.C.M. 1921; Cal. Civ. C. Sec. 2118; Field Civ. C. Sec. 1103; re-en. Sec. 7824, R.C.M. 1935; Sec. 8-414, R.C.M. 1947; (2)En. Sec. 2814, Civ. C. 1895; re-en. Sec. 5310, Rev. C. 1907; re-en. Sec. 7825, R.C.M. 1921; Cal. Civ. C. Sec. 2119; Based on Field Civ. C. Sec. 1104; re-en. Sec. 7825, R.C.M. 1935; Sec. 8-415, R.C.M. 1947; (3)En. Sec. 2815, Civ. C. 1895; re-en. Sec. 5311, Rev. C. 1907; re-en. Sec. 7826, R.C.M. 1921; Cal. Civ. C. Sec. 2120; Based on Field Civ. C. Sec. 1105; re-en. Sec. 7826, R.C.M. 1935; R.C.M. 1947, 8-414, 8-415, 8-416.

69-11-405. Procedure to terminate carrier's liability. If a consignee does not accept and remove freight within a reasonable time after the carrier has fulfilled his obligation to deliver or duly offered to fulfill the same, the carrier may exonerate himself from further liability by placing the freight in a suitable warehouse on storage, on account of the consignee, and giving notice thereof to him.

History: En. Sec. 2816, Civ. C. 1895; re-en. Sec. 5312, Rev. C. 1907; re-en. Sec. 7827, R.C.M. 1921; Cal. Civ. C. Sec. 2121; Field Civ. C. Sec. 1106; re-en. Sec. 7827, R.C.M. 1935; R.C.M. 1947, 8-417.

69-11-406. Payment of freightage. (1) A carrier may require his freightage to be paid upon his receiving the freight, but if he does not demand it then, he cannot until he is ready to deliver the freight to the consignee.

(2) The consignor of freight is presumed to be liable for the freightage, but if the contract between him and the carrier provides that the consignee shall pay it and the carrier allows the consignee to take the freight, he cannot afterwards recover the freightage from the consignor.

(3) The consignee of freight is liable for the freightage if he accepts the freight with notice of the intention of the consignor that he should pay it.

History: (1)En. Sec. 2840, Civ. C. 1895; re-en. Sec. 5321, Rev. C. 1907; re-en. Sec. 7835, R.C.M. 1921; Field Civ. C. Sec. 1115; re-en. Sec. 7835, R.C.M. 1935; Sec. 8-601, R.C.M. 1947; (2)En. Sec. 2841, Civ. C. 1895; re-en. Sec. 5322, Rev. C. 1907; re-en. Sec. 7836, R.C.M. 1921; Cal. Civ. C. Sec. 2137; Field Civ. C. Sec. 1116;

re-en. Sec. 7836, R.C.M. 1935; Sec. 8-602, R.C.M. 1947; (3)En. Sec. 2842, Civ. C. 1895; re-en. Sec. 5323, Rev. C. 1907; re-en. Sec. 7837, R.C.M. 1921; Cal. Civ. C. Sec. 2138; Field Civ. C. Sec. 1117; re-en. Sec. 7837, R.C.M. 1935; Sec. 8-603, R.C.M. 1947; R.C.M. 1947, 8-601, 8-602, 8-603.

69-11-407. Natural increase of freight. No freightage can be charged upon the natural increase of freight.

History: En. Sec. 2843, Civ. C. 1895; re-en. Sec. 5324, Rev. C. 1907; re-en. Sec. 7838, R.C.M. 1921; Cal. Civ. C. Sec. 2139; Field Civ. C. Sec. 1118; re-en. Sec. 7838, R.C.M. 1935; R.C.M. 1947, 8-604.

69-11-408. Apportionment of freightage by contract. (1) If freightage is apportioned by a bill of lading or other contract made between a consignor and carrier, the carrier is entitled to payment, according to the apportionment, for so much as he delivers.

(2) If a part of the freight is accepted by a consignee without a specific objection that the rest is not delivered, the freightage must be apportioned and paid as to that part, though not apportioned in the original contract.

History: (1)En. Sec. 2844, Civ. C. 1895; re-en. Sec. 5325, Rev. C. 1907; re-en. Sec. 7839, R.C.M. 1921; Cal. Civ. C. Sec. 2140; Field Civ. C. Sec. 1119; re-en. Sec. 7839, R.C.M. 1935; Sec. 8-605, R.C.M. 1947; (2)En. Sec. 2845, Civ. C. 1895; re-en. Sec. 5326, Rev. C. 1907; re-en. Sec. 7840, R.C.M. 1921; Cal. Civ. C. Sec. 2141; Field Civ. C. Sec. 1120; re-en. Sec. 7840, R.C.M. 1935; Sec. 8-606, R.C.M. 1947; R.C.M. 1947, 8-605, 8-606.

69-11-409. Adjustment of freightage for change in time or place of delivery. (1) If a consignee voluntarily receives freight at a place short of the one appointed for delivery, the carrier is entitled to a just proportion of the freightage according to distance. If the carrier, being ready and willing, offers to complete the transit, he is entitled to the full freightage. If he does not thus offer completion and the consignee receive the freight only from necessity, the carrier is not entitled to any freightage.

(2) If freight is carried further or more expeditiously than was agreed upon by the parties, the carrier is not entitled to additional compensation and cannot refuse to deliver it, on demand of the consignee, at the place and time of its arrival.

History: (1)En. Sec. 2846, Civ. C. 1895; re-en. Sec. 5327, Rev. C. 1907; re-en. Sec. 7841, R.C.M. 1921; Cal. Civ. C. Sec. 2142; Field Civ. C. Sec. 1121; re-en. Sec. 7841, R.C.M. 1935; Sec. 8-607, R.C.M. 1947; (2)En. Sec. 2847, Civ. C. 1895; re-en. Sec. 5328, Rev. C. 1907; re-en. Sec. 7842, R.C.M. 1921; Cal. Civ. C. Sec. 2143; Field Civ. C. Sec. 1122; re-en. Sec. 7842, R.C.M. 1935; Sec. 8-608, R.C.M. 1947; R.C.M. 1947, 8-607, 8-608.

69-11-410. Carrier's lien for freightage. A carrier has a lien for freightage, which is regulated by the law on liens.

History: En. Sec. 2848, Civ. C. 1895; re-en. Sec. 5329, Rev. C. 1907; re-en. Sec. 7843, R.C.M. 1921; Cal. Civ. C. Sec. 2144; Field Civ. C. Sec. 1123; re-en. Sec. 7843, R.C.M. 1935; R.C.M. 1947, 8-609.

69-11-411. Sale of perishable property for freightage. If, from any cause other than want of ordinary care and diligence on his part, a common carrier is unable to deliver perishable property transported by him and collect his charges thereon, he may cause the property to be sold in open market to satisfy his lien for freightage.

History: En. Sec. 2917, Civ. C. 1895; re-en. Sec. 5360, Rev. C. 1907; re-en. Sec. 7874, R.C.M. 1921; Cal. Civ. C. Sec. 2204; re-en. Sec. 7874, R.C.M. 1935; R.C.M. 1947, 8-819.

69-11-412. Division of joint rates among carriers. (1) Whenever the commission shall have established a joint rate for the transportation of freight carried over two or more connecting lines of railroad, railway, or common carrier, the railroads, railways, or common carriers affected by such joint rate may, by agreement, provide for the distribution thereof between themselves.

(2) In the event that the railroads, railways, or common carriers affected by such rates shall fail to agree upon the distribution of such rate for a period of 60 days after the order fixing and determining such joint rate shall have been made by the commission, then the commission shall have power and it is hereby made its duty to call a hearing, of which hearing the railroads, railways, or common carriers affected by such joint rate shall have at least 20 days' notice, and upon such hearing the commission shall proceed to fix and determine the pro rata distribution of such joint rate between the railroads, railways, or common carriers affected thereby.

(3) Any railroad, railway company, or common carrier and its officers or agents who shall refuse or fail to comply with any order or rule relative to this section made by the commission shall be subject to a fine of not less than $25 or more than $50. Each day of such refusal or failure shall be deemed a separate offense and shall be subject to the penalty herein prescribed, such fine to be recovered in a civil action upon complaint of the commission in any court of competent jurisdiction.

History: (1), (2)En. Sec. 2, Ch. 105, L. 1913; re-en. Sec. 3836, R.C.M. 1921; re-en. Sec. 3836, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; Sec. 72-158, R.C.M. 1947; (3)En. Sec. 7, Ch. 105, L. 1913; re-en. Sec. 3841, R.C.M. 1921; re-en. Sec. 3841, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; Sec. 72-163, R.C.M. 1947; R.C.M. 1947, 72-158, 72-163.

69-11-413 through 69-11-420 reserved.

69-11-421. Liability of inland carriers for loss. (1) Any common carrier, railroad, or transportation company subject to the provisions of 69-11-421 through 69-11-427, receiving property for transportation from a point in Montana to any other point in Montana, shall issue a receipt or bill of lading therefor and shall be liable to the lawful holder thereof for any loss, damage, or injury to such property caused by it or by any common carrier, railroad, or transportation company to which such property may be delivered or over whose line or lines such property may pass within the state when transported on a through bill of lading. No contract, receipt, rule, or other limitation of any character whatsoever shall exempt such common carrier, railroad, or transportation company from the liability hereby imposed.

(2) Except as provided in 69-11-422, any such common carrier, railroad, or transportation company so receiving property for transportation from a point in Montana to a point in Montana or any common carrier, railroad, or transportation company delivering said property so received and transported shall be liable to the lawful holder of said receipt or bill of lading or to any party entitled to recover thereon, whether such receipt or bill of lading has been issued or not, for the full actual loss, damage, or injury to such property caused by it or by any common carrier, railroad, or transportation company to which such property may be delivered or over whose line or lines such property may pass within the state of Montana when transported on a through bill of lading, notwithstanding any limitation of liability or limitation of the amount of recovery or representation or agreement as to value in any such receipt or bill of lading, or in any contract or rule or in any tariff filed with the public service commission. Any such limitation, without respect to the manner or form in which it is sought to be made, is hereby declared to be unlawful and void, except:

(a) an inherent defect, vice, weakness, or a spontaneous action of the property itself;

(b) the act of a public enemy of the United States or of this state;

(c) the act of the law;
(d) an irresistible superhuman cause; or
(e) the act or default of the shipper or owner or for natural shrinkage.

(3) Nothing in 69-11-421 through 69-11-426 shall deprive any holder of such receipt or bill of lading of any remedy or right of action.

(4) The liability imposed by this section shall also apply in the case of property reconsigned or diverted in accordance with the applicable tariffs filed as provided in this part.

(5) A common carrier is liable, even in the cases excepted by [the last section], if his ordinary negligence exposes the property to the cause of the loss.

History: (1) thru (4)En. 8-812.1 by Sec. 1, Ch. 168, L. 1975; Sec. 8-812.1, R.C.M. 1947; (5)En. Sec. 2911, Civ. C. 1895; re-en. Sec. 5354, Rev. C. 1907; re-en. Sec. 7868, R.C.M. 1921; Cal. Civ. C. Sec. 2195; Field Civ. C. Sec. 1155; re-en. Sec. 7868, R.C.M. 1935; Sec. 8-813, R.C.M. 1947; R.C.M. 1947, 8-812.1(part), 8-813.

69-11-422. Permissible limitations on liability. (1) The provisions of 69-11-421 respecting liability for full actual loss, damage, or injury, notwithstanding any limitation of liability or recovery or representation or agreement or release as to value, and declaring any such limitation to be unlawful and void shall not apply to:

(a) baggage carried on passenger trains or buses;

(b) property, except ordinary livestock, received for transportation, concerning which the carrier shall have been or shall hereafter be expressly authorized or required by order of the public service commission to establish and maintain rates dependent upon the value declared in writing by the shipper or agreed upon in writing as the released value of the property.

(2) (a) In the case listed in subsection (1)(b), such declaration or agreement shall have no other effect than to limit liability and recovery to an amount not exceeding the value so declared or released and shall not, so far as related to values, be held to be a violation of 69-11-421 through 69-11-427. Any tariff schedule which may be filed with the commission pursuant to the order referred to in subsection (1)(b) shall contain specific reference thereto and may establish rates varying with the value so declared and agreed upon. The commission is hereby empowered to make such order in cases where rates dependent upon and varying with declared or agreed values would, in its opinion, be just and reasonable under the circumstances and conditions surrounding the transportation.

(b) The term "ordinary livestock" shall include all cattle, swine, sheep, goats, horses, and mules, except such as are chiefly valuable for breeding, racing, show purposes, or other special uses.

History: En. 8-812.1 by Sec. 1, Ch. 168, L. 1975; R.C.M. 1947, 8-812.1(part).

69-11-423. Meaning of delivering carrier. For the purpose of 69-11-421 through 69-11-427, the delivering carrier shall be construed to be the carrier performing the linehaul service nearest to the point of destination.

History: En. 8-812.1 by Sec. 1, Ch. 168, L. 1975; R.C.M. 1947, 8-812.1(part).

69-11-424. Examination of shipment. (1) The consignee within 15 days after delivery must ask for an inspection of any damaged shipment, and the carrier must make an inspection within 5 working days thereafter.

(2) The consignee shall have the opportunity to examine the condition of the package in which the goods are shipped prior to signing the delivery receipt.

(3) The consignee may detain the driver at consignee's expense, not to exceed a minimum charge to be fixed by the commission, while he examines the shipment for possible concealed damage. During such examination, the freight bill may still be noted as to the extent of the damage or loss, if any. If examination discloses damage, the examination charge may be included in the consignee's claim for damage in proportion to the amount of the claim.

History: En. 8-812.1 by Sec. 1, Ch. 168, L. 1975; R.C.M. 1947, 8-812.1(part).

69-11-425. Period in which to file claims. It shall be unlawful for any such receiving or delivering common carrier to provide, by rule, contract, or otherwise, a shorter period for the filing of claims than 9 months and for the institution of suits than 2 years, such period for institution of suits to be computed from the date when notice in writing is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts thereof specified in the notice.

History: En. 8-812.1 by Sec. 1, Ch. 168, L. 1975; R.C.M. 1947, 8-812.1(part).

69-11-426. Processing of claims for damage. (1) Carriers must acknowledge receipt of each claim within 30 days and promptly investigate each claim and either pay or decline the claim within 120 days from the date of receipt thereof or provide an explanation for the delay in disposition. An assertion that the claim is still being investigated shall not constitute sufficient explanation.

(2) In the event a claimant or a carrier successfully prosecutes or defends a claim for loss or damage under 69-11-421 through 69-11-426, wherein it is alleged the carrier has not disposed of the claim within 120 days or explained the delay and the claimant has inquired of the carrier regarding the delay, in writing, within the 120-day period, then the court exercising jurisdiction may, at its discretion, award reasonable attorney fees to the successful party, but not to exceed $500.

History: En. 8-812.1 by Sec. 1, Ch. 168, L. 1975; R.C.M. 1947, 8-812.1(part).

69-11-427. Liability between carriers. The common carrier, railroad, or transportation company issuing such receipt or bill of lading or delivering such property so received and so transported shall be entitled to recover, from the common carrier, railroad, or transportation company on whose line the loss, damage, or injury shall have been sustained, the amount of such loss, damage, or injury as it may be required to pay to the owners of such property, as may be evidenced by any receipt, judgment, or transcript thereof, and the amount of any expense reasonably incurred by it in defending any action at law brought by the owners of such property.

History: En. 8-812.2 by Sec. 2, Ch. 168, L. 1975; R.C.M. 1947, 8-812.2.

69-11-428. Liability for delay. A common carrier is liable for delay only when it is caused by his want of ordinary care and diligence.

History: En. Sec. 2912, Civ. C. 1895; re-en. Sec. 5355, Rev. C. 1907; re-en. Sec. 7869, R.C.M. 1921; Cal. Civ. C. Sec. 2196; Field Civ. C. Sec. 1156; re-en. Sec. 7869, R.C.M. 1935; R.C.M. 1947, 8-814.

69-11-429. Liability for valuable cargo. A common carrier of gold, silver, platina, or precious stones or of imitations thereof in a manufactured or unmanufactured state; of timepieces of any description; of negotiable paper or other valuable writings; of pictures, glass, or chinaware; of statuary, silk, or laces; or of plated ware of any kind is not liable for more than $50 upon the loss or injury of any one package of such articles unless he has notice upon his receipt thereof by mark upon the package or otherwise of the nature of the freight; nor is such carrier liable upon any package carried for more than the value of the articles named in the receipt or the bill of lading.

History: En. Sec. 2913, Civ. C. 1895; re-en. Sec. 5356, Rev. C. 1907; re-en. Sec. 7870, R.C.M. 1921; Cal. Civ. C. Sec. 2200; Field Civ. C. Sec. 1160; re-en. Sec. 7870, R.C.M. 1935; R.C.M. 1947, 8-815.

CHAPTER 12

MOTOR CARRIERS

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Part 1

General Provisions

69-12-101. Definitions. Unless the context requires otherwise, in this chapter:

(1) "Between fixed termini" or "over a regular route" means the termini or route between or over which a motor carrier usually or ordinarily operates motor vehicles, even though there may be periodical or irregular departures from the termini or route.

(2) "Certificate" means the certificate of public convenience and necessity issued under this chapter.

(3) "Compensation" means the charge imposed on motor carriers for the use of the highways in this state by motor carriers under 69-12-421.

(4) "Corporation" means a corporation, company, association, or joint-stock association.

(5) "For hire" means for remuneration of any kind, paid or promised, either directly or indirectly, or received or obtained through leasing, brokering, or buy-and-sell arrangements from which a remuneration is obtained or derived for transportation service.

(6) "Motor carrier" means a person or corporation or its lessees, trustees, or receivers appointed by any court operating motor vehicles upon any public highway in this state for the transportation of persons or property for hire on a commercial basis, either as a common carrier or under private contract, agreement, charter, or undertaking. The term includes any motor carrier serving the public in the business of transportation of ashes, trash, waste, refuse, rubbish, garbage, and organic and inorganic matter.

(7) "Motor vehicle" includes vehicles or machines, motor trucks, tractors, or other self-propelled vehicles used for the transportation of property or persons over the public highways of the state and any trailer, semitrailer, dollie, or other vehicle drawn thereby.

(8) "Person" means an individual, firm, or partnership.

(9) "Public highway" means a public street, road, highway, or way in this state.

(10) "Railroad" means the movement of cars on rails, regardless of the motive power used.

History: En. Sec. 1, Ch. 184, L. 1931; re-en. Sec. 3847.1, R.C.M. 1935; amd. Sec. 1, Ch. 153, L. 1943; amd. Sec. 1, Ch. 262, L. 1947; amd. Sec. 1, Ch. 204, L. 1963; amd. Sec. 1, Ch. 190, L. 1969; amd. Sec. 1, Ch. 275, L. 1971; amd. Sec. 1, Ch. 168, L. 1973; amd. Sec. 1, Ch. 174, L. 1973; amd. Sec. 1, Ch. 315, L. 1974; amd. Sec. 1, Ch. 66, L. 1975; amd. Sec. 1, Ch. 139, L. 1977; R.C.M. 1947, 8-101(part).

69-12-102. Scope of chapter — exemptions. (1) This chapter does not affect:

(a) motor vehicles used in carrying property consisting of agricultural commodities (not including manufactured products thereof) if the motor vehicles are not used in carrying other property or passengers for compensation;

(b) the operation of school buses which are used in conveying pupils or other students enrolled in classes to and from district or other schools or in transportation movements related to school activities which are sponsored or supervised by school authorities;

(c) the transportation by means of motor vehicles in the regular course of business of employees, supplies, and materials by a person or corporation engaged exclusively in the construction or maintenance of highways or engaged exclusively in logging or mining operations, insofar as the use of employees, supplies, and materials in construction and production is concerned;

(d) the transportation of property by motor vehicle in a city, town, or village with a population of less than 500 persons according to the latest United States census or in the commercial areas thereof, as determined by the commission;

(e) the transportation of newspapers, newspaper supplements, periodicals, or magazines;

(f) tow trucks and wreckers designed and exclusively used in towing abandoned, wrecked, or disabled vehicles or while these tow trucks and wreckers are rendering assistance to abandoned, wrecked, or disabled vehicles;

(g) motor vehicles used exclusively in carrying junk vehicles from a collection point to a motor vehicle wrecking facility or a motor vehicle graveyard; or

(h) ambulances.

(2) This chapter does not prevent bona fide leases, brokerage agreements, or buy-and-sell agreements.

History: En. Sec. 1, Ch. 184, L. 1931; re-en. Sec. 3847.1, R.C.M. 1935; amd. Sec. 1, Ch. 153, L. 1943; amd. Sec. 1, Ch. 262, L. 1947; amd. Sec. 1, Ch. 204, L. 1963; amd. Sec. 1, Ch. 190, L. 1969; amd. Sec. 1, Ch. 275, L. 1971; amd. Sec. l, Ch. 168, L. 1973; amd. Sec. 1, Ch. 174, L. 1973; amd. Sec. 1, Ch. 315, L. 1974; amd. Sec. 1, Ch. 66, L. 1975; amd. Sec. 1, Ch. 139, L. 1977; R.C.M. 1947, 8-101(part).

69-12-103. Provision for interstate or international carriers. (1) (a) Except as provided in subsection (1)(b), the terms and provisions of this chapter shall apply to commerce with foreign nations and to commerce among the several states of this Union, insofar as such application may be permitted under the provisions of the constitution of the United States, treaties made thereunder, and the acts of congress. The commission is hereby authorized to exercise any additional power that may from time to time be conferred upon the state by any act of congress.

(b) It shall not be necessary for an interstate or international motor carrier, in order to obtain a permit as herein provided, to make any showing of public convenience and necessity except as to the transportation of passengers and/or freight between points within this state; the power to regulate such operation being specifically reserved herein. Any motor carrier operating in and about any national park whose rates and methods of accounting are controlled by contract with the United States shall not be subject to any regulation by the commission in conflict with such contract or in conflict with any regulation by the United States made pursuant to such contract or made pursuant to an act of congress of the United States.

(2) When transportation service is rendered partly in this state and partly in an adjoining state or foreign country, motor carriers shall comply with the provisions of this chapter relating to the payment of compensation and to the making of annual or special reports or statements herein required and shall show the total business performed within the limits of this state and such other information concerning its operation within this state as may be required by the commission, as

fully and completely and in the same manner as herein required of motor carriers operating wholly within this state.

History: (1)En. Sec. 23, Ch. 184, L. 1931; re-en. Sec. 3847.23, R.C.M. 1935; Sec. 8-123, R.C.M. 1947; (2)En. Sec. 16, Ch. 184, L. 1931; re-en. Sec. 3847.16, R.C.M. 1935; amd. Sec. 1, Ch. 473, L. 1973; Sec. 8-116, R.C.M. 1947; R.C.M. 1947, 8-116(b), 8-123.

69-12-104. Determination of operation between fixed termini or over a regular route. Whether or not a motor vehicle is operated by a motor carrier between fixed termini or over a regular route or otherwise under this chapter is a question of fact to be determined by the commission.

History: En. Sec. 1, Ch. 184, L. 1931; re-en. Sec. 3847.1, R.C.M. 1935; amd. Sec. 1, Ch. 153, L. 1943; amd. Sec. 1, Ch. 262, L. 1947; amd. Sec. 1, Ch. 204, L. 1963; amd. Sec. 1, Ch. 190, L. 1969; amd. Sec. 1, Ch. 275, L. 1971; amd. Sec. l, Ch. 168, L. 1973; amd. Sec. 1, Ch. 174, L. 1973; amd. Sec. 1, Ch. 315, L. 1974; amd. Sec. 1, Ch. 66, L. 1975; amd. Sec. 1, Ch. 139, L. 1977; R.C.M. 1947, 8-101(part).

69-12-105. Nature of accommodative transportation. An accommodative transportation movement by a person not in the transportation business is not a service for hire even though the persons owning the property transported or persons transported share in the cost or pay for the movement.

History: En. Sec. 1, Ch. 184, L. 1931; re-en. Sec. 3847.1, R.C.M. 1935; amd. Sec. 1, Ch. 153, L. 1943; amd. Sec. 1, Ch. 262, L. 1947; amd. Sec. 1, Ch. 204, L. 1963; amd. Sec. 1, Ch. 190, L. 1969; amd. Sec. 1, Ch. 275, L. 1971; amd. Sec. l, Ch. 168, L. 1973; amd. Sec. 1, Ch. 174, L. 1973; amd. Sec. 1, Ch. 315, L. 1974; amd. Sec. 1, Ch. 66, L. 1975; amd. Sec. 1, Ch. 139, L. 1977; R.C.M. 1947, 8-101(part).

69-12-106. Acts indicative of status as motor carrier. Any person or corporation maintaining a public motor vehicle stand or by sign, symbol, or device or vehicle or clothing or by advertisement holding forth transportation for compensation or soliciting the transportation of persons or property for compensation among the public or soliciting for trips for compensation or providing transportation service to the public under the guise of leasing or buy-and-sell arrangements shall be deemed, prima facie, a "motor carrier" subject to this chapter. The burden of proof shall be on such person or corporation to disprove such status.

History: En. Sec. 21, Ch. 184, L. 1931; re-en. Sec. 3847.21, R.C.M. 1935; amd. Sec. 3, Ch. 204, L. 1963; R.C.M. 1947, 8-121.

69-12-107. Status of private carriers under motor carrier laws. Nothing in this chapter shall be construed as converting or attempting to convert a private carrier into a common carrier. It is hereby declared that this chapter is intended primarily as a regulation of the public highways of the state.

History: En. Sec. 22, Ch. 184, L. 1931; re-en. Sec. 3847.22, R.C.M. 1935; R.C.M. 1947, 8-122.

69-12-108. Violations. Any motor carrier subject to the provisions of Chapter 184, Laws of 1931, as amended, or, whenever any such motor carrier is a corporation, any director or officer thereof; any receiver, trustee, lessee, agent, or persons acting for or employed by such corporation; any person, corporation, or association or officer, agent, or employee thereof; or any broker of property or officer, agent, or employee thereof who violates or fails to comply with or who procures, aids, or abets in the violation of any provision of Chapter 184, Laws of 1931, as amended, or who fails to obey, observe, or comply with any lawful order, decision, rule, direction, demand, or requirement of the commission or any part of provisions thereof shall:

(1) be subject to a civil penalty to be collected and deposited to the general fund by the commission after notice and hearing in an amount not less than $25 or more than $500 for the first offense and not less than $100 or more than $1,000 for each subsequent offense; or

(2) be subject, upon conviction in a justice's court, to a fine of not less than $25 or more than $500 for the first offense and not less than $100 or more than $1,000 for each subsequent offense.

History: En. Sec. 19, Ch. 184, L. 1931; re-en. Sec. 3847.19, R.C.M. 1935; amd. Sec. 2, Ch. 204, L. 1963; amd. Sec. 1, Ch. 209, L. 1967; amd. Sec. 1, Ch. 68, L. 1971; amd. Sec. 1, Ch. 282, L. 1977; R.C.M. 1947, 8-119.

Part 2

Role of Commission

69-12-201. Supervision and regulation of motor carriers. (1) The commission is hereby vested with power and authority and it is hereby made its duty to:

(a) supervise and regulate every motor carrier in this state;

(b) fix, alter, regulate, and determine specific, just, reasonable, equal, nondiscriminatory, and sufficient rates, fares, charges, and classifications for Class A and Class B motor carriers;

(c) regulate the properties, facilities, operations, accounts, service, practices, affairs, and safety of operations of all motor carriers;

(d) require the filing of annual and other reports, tariffs, schedules, or other data by such motor carriers; and

(e) supervise and regulate motor carriers in all matters affecting the relationship between such motor carriers and the traveling and shipping public.

(2) The commission shall have power and authority by general order or otherwise to prescribe rules in conformity with this chapter and applicable to any and all motor carriers.

(3) The commission also may fix and determine reasonable maximum or minimum rates for the operations of any Class C motor carrier when the same are required for the best interests of public transportation.

History: (1), (2)En. Sec. 3, Ch. 184, L. 1931; re-en. Sec. 3847.2, R.C.M. 1935; amd. Sec. 1, Ch. 205, L. 1963; amd. Sec. 1, Ch. 182, L. 1971; amd. Sec. 20, Ch. 315, L. 1974; Sec. 8-103, R.C.M. 1947; (3)En. Sec. 1, Ch. 201, L. 1961; Sec. 8-104.1, R.C.M. 1947; R.C.M. 1947, 8-103(part), 8-104.1.

69-12-202. Encouragement of common carrier motor transportation. To fully secure adequate motor transportation facilities for all users of such service and to secure the public advantages thereof, the commission shall encourage a system of common carrier motor transportation within the state for the convenience of the shipping public. The maintenance of a common carrier motor transportation system within Montana is hereby declared to be a public purpose.

History: En. Sec. 3, Ch. 184, L. 1931; re-en. Sec. 3847.2, R.C.M. 1935; amd. Sec. 1, Ch. 205, L. 1963; amd. Sec. 1, Ch. 182, L. 1971; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 8-103(part).

69-12-203. Supervisor of motor carriers. (1) The commission shall appoint a supervisor of motor carriers who shall have general responsibility to it for enforcement of the provisions of this chapter. The supervisor shall be either an attorney admitted to practice law in Montana or a person qualified by at least 5 years of suitable experience and training in appropriate phases of the motor carrier industry. He shall serve at the pleasure of the commission and at an annual salary to be set by the commission.

(2) The supervisor shall direct all enforcement activities in behalf of the commission, including the investigation and prosecution of violations of Chapter 184, Laws of 1931, as amended, or the rules or orders prescribed thereunder by the commission.

(3) The supervisor and whatever field inspectors may be employed by the commission to assist him shall be deemed peace officers for the purpose of making arrests in connection with violations of Chapter 184, Laws of 1931, as amended, and issuing summonses, accepting bail, and serving warrants of arrest. The supervisor and field inspectors are empowered to make reasonable inspections of cargoes carried by commercial motor vehicles and require production of manifests, bills of lading, leases, and other documents relating to the cargo, routing, or ownership of such vehicles.

History: En. Sec. 3, Ch. 184, L. 1931; re-en. Sec. 3847.2, R.C.M. 1935; amd. Sec. 1, Ch. 205, L. 1963; amd. Sec. 1, Ch. 182, L. 1971; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 8-103(b).

69-12-204. General administrative procedure. Insofar as possible and applicable, the provisions of statutes prescribing the procedure before the commission in cases involving rates, facilities, service, or other affairs of railroads in this state, including forms of applications, complaints, answers, orders, and notices of hearing; the conducting of hearings; compelling the attendance and testimony of witnesses and the production of records, data, and information; and the preparation, recording, and serving of reports and orders of the commission, shall be followed and shall govern in all proceedings and investigations before the commission in cases arising in connection with the performance by the commission of its duties or the exercise of its jurisdiction under the provisions of this chapter.

History: En. Sec. 14, Ch. 184, L. 1931; re-en. Sec. 3847.14, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 8-114(part).

69-12-205. Rules to reflect differences between carrier classes. All rules in relation to schedules, service, tariffs, rates, facilities, accounts, and reports shall have due regard for the differences existing between Class A, Class B, and Class C motor carriers, as herein defined, and shall be just, fair, and reasonable to the said classes of motor carriers in their relations to each other and to the public. In fixing the tariff or rates to be charged by Class A and Class B motor carriers for the carrying of persons and/or property, the commission shall take into consideration the kind and character of service to be performed, the public necessity therefor, and the effect of such tariff and rates upon other transportation agencies, if any, and shall, as far as possible, avoid detrimental or unreasonable competition with existing railroad service or service furnished by a motor carrier.

History: En. Sec. 3, Ch. 184, L. 1931; re-en. Sec. 3847.2, R.C.M. 1935; amd. Sec. 1, Ch. 205, L. 1963; amd. Sec. 1, Ch. 182, L. 1971; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 8-103(c).

69-12-206. Investigations by commission. (1) Any investigation, inquiry, or hearing which the commission has power to undertake or to hold under the provisions of this chapter may be undertaken or held by or before any member of the commission or by and before any agent or examiner of the commission designated for the purpose by the commission. Every finding, order, or decision made by a member of the commission or agent or examiner of the commission so designated, together with a statement in writing of the reasons therefor (which statement must be included in the finding, order, or decision, pursuant to the investigation, inquiry, or hearing) when approved and confirmed by the commission and ordered filed in its office shall be considered the finding, order, or decision of the commission.

(2) An agent or examiner of the commission designated as aforesaid may administer oaths, examine witnesses, and receive evidence.

History: En. Sec. 11, Ch. 184, L. 1931; re-en. Sec. 3847.11, R.C.M. 1935; amd. Sec. 1, Ch. 101, L. 1955; amd. Sec. 2, Ch. 69, L. 1971; amd. Sec. 1, Ch. 339, L. 1973; amd. Sec. 4, Ch. 243, L. 1974; amd. Sec. 3, Ch. 315, L. 1974; R.C.M. 1947, 8-111(2).

69-12-207. Temporary operating authority. (1) To enable the provision of service for which there is an immediate and urgent need to a point or points or within a territory having no carrier service capable of meeting such need, the commission may, in its discretion upon affidavits or such other evidence as it may deem sufficient and without hearings or other proceedings, grant temporary authority for such service by a common carrier by motor vehicle or a contract carrier by motor vehicle, as the case may be. Such affidavits or other evidence as the commission may determine must accompany the application for temporary authority. The affidavits or other evidence must specify in detail the reason for supporting the application for temporary authority and the term within which the temporary authority would be required.

(2) Such temporary authority, unless suspended or revoked for good cause, shall be valid for such time as the commission shall specify, but for not more than 90 days. Temporary authority initially granted pursuant to the provisions hereof may be extended by the commission without hearings or other proceedings, but in no case shall a grant of temporary authority with extensions exceed an aggregate of 120 days.

(3) Neither the granting of temporary authority nor operation thereunder shall create any presumption that corresponding permanent authority will be granted thereafter. Transportation service rendered under such temporary authority shall be subject to all applicable provisions of this chapter and to the rules and requirements of the commission thereunder.

History: En. Sec. 1, Ch. 148, L. 1971; amd. Sec. 1, Ch. 231, L. 1973; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 8-131.

69-12-208. Provisions for bus service. The commission, after 10 days' notice and public hearing, shall have the power to compel all motor carrier bus lines under its jurisdiction to furnish, provide, and maintain such service, instrumentalities, equipment, facilities, and time schedules as shall promote the safety, health, comfort, and convenience of its passengers and employees and the public and as shall in all respects be adequate, efficient, just, and reasonable.

History: En. Sec. 2, Ch. 143, L. 1943; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 8-129.

69-12-209. Enforcement procedures. (1) Orders and final determinations of the commission in all proceedings pursuant to the provisions of this chapter shall be enforced in the manner provided for the enforcement of orders of the commission by the provisions of parts 1, 3, 4, and 8 of chapter 14.

(2) If any motor carrier shall operate in violation of the provisions of this chapter or shall fail or neglect to obey any lawful order of the commission, the commission or any party injured may apply to any court of competent jurisdiction, in any county where such motor carrier is engaged in business, for the enforcement of this chapter or such order. The court shall enforce obedience thereto by writ of injunction or other proper process, mandatory or otherwise, to restrain such carrier or its

officers, agents, employees, or representatives from further violation of this chapter or such order or to enjoin upon it or them obedience to the same.

History: En. Sec. 14, Ch. 184, L. 1931; re-en. Sec. 3847.14, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 8-114(part).

Part 3

Classification and Motor Carrier Certificates

69-12-301. Classification of motor carriers. (1) Motor carriers are hereby divided into four classes to be known as:

(a) Class A motor carriers;
(b) Class B motor carriers;
(c) Class C motor carriers;
(d) Class D motor carriers.

(2) Class A motor carriers shall embrace all motor carriers operating between fixed termini or over a regular route and under regular rates or charges, based upon either station-to-station rates or upon a mileage rate or scale.

(3) Class B motor carriers shall embrace all motor carriers operating under regular rates or charges based upon either station-to-station rates or upon a mileage rate or scale and not between fixed termini or over a regular route.

(4) Class C motor carriers shall embrace all motor carriers operating motor vehicles for distributing, delivering, or collecting wares, merchandise, or commodities or transporting persons, where the remuneration is fixed in and the transportation service furnished under a contract, charter, agreement, or undertaking.

(5) Class D motor carriers embraces all motor carriers operating motor vehicles transporting (including pickup and disposal) ashes, trash, waste, refuse, rubbish, garbage, and organic and inorganic matter.

History: En. Sec. 2, Ch. 184, L. 1931; re-en. Sec. 3847.2, R.C.M. 1935; amd. Sec. 1, Ch. 172, L. 1973; amd. Sec. 1, Ch. 145, L. 1974; amd. Sec. 1, Ch. 138, L. 1977; R.C.M. 1947, 8-102(part).

69-12-302. Conditions requiring Class C carrier to operate under Class B certificate. (1) Class C motor carriers distributing, delivering, or collecting wares, merchandise, or commodities or transporting persons shall do so under six or less contracts, charters, agreements, or undertakings annually. Every Class C motor carrier providing such transportation services by means of more than six contracts, charters, agreements, or undertakings shall be deemed to be providing common carriage and shall operate under a Class B motor carrier certificate in lieu of such Class C motor carrier certificate.

(2) All Class C motor carriers must annually submit to the commission the names and addresses of all persons, corporations, or other legal entities with whom the Class C carrier has executed a contract, charter, agreement, or undertaking for the distribution, delivery, or collection of wares, merchandise, or commodities or for transporting persons.

(3) The provisions of this section requiring certain Class C motor carriers to operate under a Class B motor carrier certificate and to submit an annual statement to the commission shall not apply to solid waste contractors, household goods carriers, as defined by the department of public service regulation, or any carrier whose authority is confined by certificate to transportation within a distance of 50 miles or less from a particular location and that is performing pickup and delivery service under contract for one or more common carriers within that area.

History: En. Sec. 2, Ch. 184, L. 1931; re-en. Sec. 3847.2, R.C.M. 1935; amd. Sec. 1, Ch. 172, L. 1973; amd. Sec. 1, Ch. 145, L. 1974; amd. Sec. 1, Ch. 138, L. 1977; R.C.M. 1947, 8-102(part).

69-12-303 through 69-12-310 reserved.

69-12-311. Class A motor carrier certificate. (1) No Class A motor carrier shall operate for the transportation of persons and/or property for hire on any public highway in this state without first having obtained from the commission, under the provisions of this chapter, a certificate declaring that public convenience and necessity require such operation.

(2) A motor carrier making application for such certificate shall do so in writing, separately for each route, which petition shall be verified by the applicant and shall specify the following matters:

(a) the name and address of the applicant and the names and addresses of its officers, if any;

(b) the public highway or highways over which and the fixed termini between which or the regular route or routes over which it intends to operate;

(c) the kind of transportation, whether passenger, freight, or both, together with a full and complete description of the character of the vehicle or vehicles to be used, including the seating capacity of any vehicle to be used for passenger traffic and the tonnage capacity of any vehicle to be used in freight traffic;

(d) the proposed time schedule;

(e) a schedule of the tariff or rates desired to be charged for the transportation of freight and/or passengers;

(f) a complete and detailed description of the property proposed to be devoted to the public service;

(g) a detailed statement showing the assets and liabilities of such applicant; and

(h) such other or additional information as the commission may by order require.

(3) Such application shall be accompanied by a filing fee of $100 to $300, to be set by the commission based on the number of counties for which the certificate is requested.

History: En. Sec. 8, Ch. 184, L. 1931; re-en. Sec. 3847.8, R.C.M. 1935; amd. Sec. 22, Ch. 121, L. 1965; amd. Sec. 1, Ch. 243, L. 1974; amd. Sec. 1, Ch. 472, L. 1977; R.C.M. 1947, 8-108.

69-12-312. Class B motor carrier certificate. (1) No Class B motor carrier shall operate for the transportation of persons and/or property for hire on any public highway in this state without first having obtained from the commission, under the provisions of this chapter, a certificate that public convenience and necessity require such operations.

(2) A motor carrier making application for such permit shall do so in writing, separately for each locality for which consideration is desired, which petition shall be verified and shall specify the following matters:

(a) name and address of the applicant and the names and addresses of its officers, if any;

(b) the kind of transportation, whether passenger, freight, or both, together with a full and complete description of the character of the vehicle or vehicles to be used, including the seating capacity of any vehicle to be used for passenger traffic and the tonnage capacity of any vehicle to be used in freight traffic;

(c) the locality and character of operations to be conducted;

(d) a schedule of the tariff of rates desired to be charged for the transportation of freight and/or passengers;

(e) a complete and detailed description of the property proposed to be devoted to the public service;

(f) a detailed statement showing the assets and liabilities of such applicant; and

(g) such other or additional information as the commission may by order require.

(3) Such application shall be accompanied by a filing fee of $100 to $300, to be set by the commission based on the number of counties for which the certificate is requested.

History: En. Sec. 9, Ch. 184, L. 1931; re-en. Sec. 3847.9, R.C.M. 1935; amd. Sec. 23, Ch. 121, L. 1965; amd. Sec. 2, Ch. 243, L. 1974; amd. Sec. 2, Ch. 472, L. 1977; R.C.M. 1947, 8-109.

69-12-313. Class C motor carrier certificate. (1) No Class C motor carrier, except any Class C motor carrier operating pursuant to the terms and conditions of a contract with the United States government or an agency or department thereof or of a contract for transporting solid waste with the state or an agency or department thereof, shall operate for the distribution, delivery, or collection of goods, wares, merchandise, or commodities or for the transportation of persons on any public highway in this state without first having obtained from the commission, under the provisions of this chapter, a certificate that public convenience and necessity require such operation.

(2) A motor carrier making application for such permit shall do so in writing, separately for each route or locality for which consideration is desired, which petition shall be verified by the applicant and shall specify the following matters:

(a) the name and address of the applicant and the names and addresses of its officers, if any;

(b) the public highways or highways over which and the fixed termini between which or the route or routes over which it intends to operate, if the same are fixed, or the particular city, town, station, or locality from and/or to which the applicant intends to operate;

(c) the kind of transportation and the character of the goods, wares, merchandise, or commodities to be distributed, delivered, or collected, together with a full and complete description of the character of the vehicle or vehicles, including the rated tonnage capacity of such vehicles, to be used in such service of distribution, delivery, or collection; and

(d) such other or additional information as the commission may by order require.

(3) Such application shall be accompanied by a fee of $100 to $300, to be set by the commission based on the number of counties for which the certificate is requested.

(4) The submission of a Class C motor carrier application must be accompanied by the names and addresses of any person, corporation, or other legal entity with whom the applicant has executed a contract for the distribution, delivery, or collection of wares, merchandise, or commodities or transporting persons. Such contracts must be in writing, executed by the parties and submitted to the commission for examination.

History: (1) thru (3)En. Sec. 10, Ch. 184, L. 1931; re-en. Sec. 3847.10, R.C.M. 1935; amd. Sec. 24, Ch. 121, L. 1965; amd. Sec. 1, Ch. 69, L. 1971; amd. Sec. 3, Ch. 243, L. 1974; amd. Sec. 1, Ch. 179, L. 1975; amd. Sec. 3, Ch. 472, L. 1977; Sec. 8-110, R.C.M. 1947; (4)En. Sec. 11, Ch. 184, L. 1931; re-en. Sec. 3847.11, R.C.M. 1935; amd. Sec. 1, Ch. 101, L. 1955; amd. Sec. 2, Ch. 69, L. 1971; amd. Sec. 1, Ch. 339, L. 1973; amd. Sec. 4, Ch. 243, L. 1974; amd. Sec. 3, Ch. 315, L. 1974; Sec. 8-111, R.C.M. 1947; R.C.M. 1947, 8-110(1), 8-111(part).

69-12-314. Class D motor carrier certificate. Class D carriers shall conduct operations pursuant to a certificate of public convenience and necessity issued by the commission authorizing the transportation of the commodities described in 69-12-301(5). Class D carriers when applying for a new or additional authority shall file an application with the commission in accordance with the requirements of this chapter and the rules of the commission.

History: En. Sec. 2, Ch. 184, L. 1931; re-en. Sec. 3847.2, R.C.M. 1935; amd. Sec. 1, Ch. 172, L. 1973; amd. Sec. 1, Ch. 145, L. 1974; amd. Sec. 1, Ch. 138, L. 1977; R.C.M. 1947, 8-102(part).

69-12-315 through 69-12-320 reserved.

69-12-321. Hearing on application for motor carrier certificate. (1) Upon the filing of such application by a Class A, Class B, or Class C motor carrier, except a Class C motor carrier authorized to operate under the terms of a contract with the United States government, or an agency or department thereof, the commission shall fix a time and place for hearing thereon, which shall not be less than 10 days or more than 60 days after the filing.

(2) Any motor carrier or railroad company referred to in 69-12-322, the department of highways, the governing board or boards of any such county, town, or city into or through which the route or service as proposed may extend, and any person or corporation concerned are hereby declared to be interested parties to the proceedings and may offer testimony for or against the granting of the certificate.

(3) The contracting parties referred to in 69-12-313(4) must appear and offer testimony in support of the applicant.

(4) However, an application by a Class A, Class B, or Class C motor carrier for a certificate may be disallowed without a public hearing thereon when it appears from the records of the commission that the route or territory sought to be served by the applicant has previously been made the basis of a public investigation and finding by the commission that public convenience and necessity do not require the proposed motor carrier service unless it is made to affirmatively appear in the application by a recital of the facts that conditions obtaining over the route or in the territory and affecting transportation facilities therein have materially changed since said public investigation and finding and that public convenience and necessity do now require the motor carrier operation.

History: Ap. p. Sec. 1, Ch. 102, L. 1955; amd. Sec. 3, Ch. 69, L. 1971; amd. Sec. 20, Ch. 315, L. 1974; Sec. 8-111.1, R.C.M. 1947; Ap. p. Sec. 11, Ch. 184, L. 1931; re-en. Sec. 3847.11, R.C.M. 1935; amd. Sec. 1, Ch. 101, L. 1955; amd. Sec. 2, Ch. 69, L. 1971; amd. Sec. 1, Ch. 339, L. 1973; amd. Sec. 4, Ch. 243, L. 1974; amd. Sec. 3, Ch. 315, L. 1974; Sec. 8-111, R.C.M. 1947; R.C.M. 1947, 8-111(part), 8-111.1(part).

69-12-322. Notice of hearing. (1) The commission shall cause a copy of the petition and notice of hearing thereon to be served upon an officer or owner of any motor carrier that in the opinion of the commission might be affected by the granting of any such certificate, upon any railroad company operating into or through any town or city located on the proposed route of the applicant, and upon the department of highways at least 10 days before the date of hearing.

(2) Notice of such hearing shall be published:

(a) in the legal advertising section of a local newspaper or newspapers deemed by the commission to have a circulation sufficient to reach the consuming public in the area under consideration for applications for Class C authority and geographically limited Class B authority; and

(b) in appropriate newspapers deemed by the commission to have sufficient statewide circulation in the case of applications for Class A authority and geographically broad contemplated Class B authority.

History: En. Sec. 11, Ch. 184, L. 1931; re-en. Sec. 3847.11, R.C.M. 1935; amd. Sec. 1, Ch. 101, L. 1955; amd. Sec. 2, Ch. 69, L. 1971; amd. Sec. 1, Ch. 339, L.

1973; amd. Sec. 4, Ch. 243, L. 1974; amd. Sec. 3, Ch. 315, L. 1974; R.C.M. 1947, 8-111(part).

69-12-323. Decision on application. (1) The commission must issue, within 90 days from and after the date of the filing of said application, its finding, order, or decision on said application and the evidence presented in support thereof at the time of said hearing.

(2) If after hearing upon application for a certificate, the commission finds from the evidence that public convenience and necessity require the authorization of the service proposed or any part thereof, as the commission shall determine, a certificate therefor shall be issued. In determining whether a certificate should be issued, the commission shall give reasonable consideration to the transportation service being furnished or that will be furnished by any railroad or other existing transportation agency and shall give due consideration to the likelihood of the proposed service being permanent and continuous throughout 12 months of the year and the effect which the proposed transportation service may have upon other forms of transportation service which are essential and indispensable to the communities to be affected by such proposed transportation service or that might be affected thereby.

(3) The commission may issue the certificate as prayed for or issue it for the partial exercise only of the privilege sought and may attach to the exercise of the rights granted by such certificate such terms and conditions as in its judgment the public convenience and necessity may require. When a certificate has once been issued to a motor carrier as provided in this part, such certificate shall continue in force until terminated by the commission for cause as herein provided or until terminated by the owner's failure to comply with 69-12-402.

History: (1)En. Sec. 1, Ch. 102, L. 1955; amd. Sec. 3, Ch. 69, L. 1971; amd. Sec. 20, Ch. 315, L. 1974; Sec. 8-111.1, R.C.M. 1947; (2)En. Sec. 11, Ch. 184, L. 1931; re-en. Sec. 3847.11, R.C.M. 1935; amd. Sec. 1, Ch. 101, L. 1955; amd. Sec. 2, Ch. 69, L. 1971; amd. Sec. 1, Ch. 339, L. 1973; amd. Sec. 4, Ch. 243, L. 1974; amd. Sec. 3, Ch. 315, L. 1974; Sec. 8-111, R.C.M. 1947; (3)En. Sec. 12, Ch. 184, L.1931; re-en. Sec. 3847.12, R.C.M. 1935; Sec. 8-112, R.C.M. 1947; R.C.M. 1947, 8-111(part), 8-111.1(part), 8-112(part).

69-12-324. Special provisions when federal or state contract involved. (1) The transportation for hire of any persons or commodities between any two points within the state by any motor carrier pursuant to the terms of a written contract between said carrier and the United States government or an agency or department thereof or the state or an agency or department thereof for the transportation of solid waste shall be deemed a transportation movement subject to the provisions of this chapter. However, the presentation of the written contract to the commission shall be deemed sufficient proof of public convenience and necessity in accordance with the terms and conditions contained within the United States government or state contract.

(2) The Class C certificate of public convenience and necessity issued pursuant to the terms and conditions of the United States government or state contract may be issued by the commission upon receipt of an executed copy of the United States government or state contract. The certificate of public convenience and necessity may be issued thereafter without requiring the commission to fix a time and place for public hearing.

(3) The certificate of public convenience and necessity, issued pursuant to the terms of the United States government or state contract, is authorized only for the duration of the United States government or state contract concerned. The certificate may be renewed for another definite term if the same motor carrier is the

motor carrier authorized to operate under the United States government or state contract.

History: En. Sec. 10, Ch. 184, L. 1931; re-en. Sec. 3847.10, R.C.M. 1935; amd. Sec. 24, Ch. 121, L. 1965; amd. Sec. 1, Ch. 69, L. 1971; amd. Sec. 3, Ch. 243, L. 1974; amd. Sec. 1, Ch. 179, L. 1975; amd. Sec. 3, Ch. 742, L. 1977; R.C.M. 1947, 8-110(2).

69-12-325. Transfer of certificate or privilege. Any right, privilege, or certificate held, owned, or obtained by any motor carrier may be sold, assigned, leased, transferred, and inherited as other property only by the authorization of the commission.

History: En. Sec. 12, Ch. 184, L. 1931; re-en. Sec. 3847.12, R.C.M. 1935; R.C.M. 1947, 8-112(part).

69-12-326. Lease of certificate. (1) An authorized carrier operating within the state may lease its certificate or any integral segment thereof to another carrier only by approval of the commission. The contract or lease under which the certificate is leased must be in writing and approved by the commission prior to any operation under the certificate. The contract or lease must specify:

(a) the period for which a certificate is to be leased, which shall not be less than 30 days;

(b) the compensation to be paid;

(c) the time or date upon which the lease will commence and terminate; and

(d) the signatures of the parties thereto.

(2) Operation under the certificate is prohibited until approved by the commission in writing. During the period of the contract or lease, transportation movements under the contract or lease must be performed by the entity contracting for or leasing the certificate, or any integral segment thereof, while transportation movements by the owner (lessor) are prohibited.

History: En. 8-103.3 by Sec. 1, Ch. 107, L. 1969; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 8-103.3.

69-12-327. Revocation of certificate or privilege — hearing required. (1) The commission may at any time, by its order duly entered, suspend, revoke, alter, or amend any certificate or privilege issued under the provisions of this chapter after a hearing had upon reasonable notice to the holder of any certificate or privilege hereunder, with an opportunity to such holder to be heard and at which it shall appear that such holder violated, violates, or refuses to observe any of the commission's orders or rules or any provision of this chapter.

(2) The holder of any such certificate or privilege shall have all rights of rehearing and review as to such order of the commission as is provided in this chapter.

History: En. Sec. 7, Ch. 184, L. 1931; re-en. Sec. 3847.7, R.C.M. 1935; R.C.M. 1947, 8-107.

Part 4

Requirements for Motor Carriers

69-12-401. Compliance with state law. It shall be unlawful for any corporation or person, its or his officers, agents, employees, or servants, to operate any motor vehicle for the transportation of persons and/or property for hire on any public highway in this state except in accordance with the provisions of this chapter.

History: En. Sec. 2, Ch. 184, L. 1931; re-en. Sec. 3847.2, R.C.M. 1935; amd. Sec. 1, Ch. 172, L. 1973; amd. Sec. 1, Ch. 145, L. 1974; amd. Sec. 1, Ch. 138, L. 1977; R.C.M. 1947, 8-102(b).

69-12-402. Compliance with commission rules. No certificate shall be issued or remain in force unless the holder thereof shall comply with such rules of the commission as it shall adopt governing the filing of bonds, policies of insurance, or such security or agreement in such form and adequate amount and conditioned as the commission may require for:

(1) the prompt payment of all compensation or fees due the state under the provisions of this chapter; and

(2) the payment of any final judgment which may be rendered against any such motor carrier arising out of the death of or injury to any passenger or injury to other persons or property as a result of any negligent operation of the motor vehicles or such motor carrier, with power in the commission to permit self-insurance whenever, in its opinion, the financial ability of the motor carrier warrants.

History: En. Sec. 13, Ch. 184, L. 1931; re-en. Sec. 3847.13, R.C.M. 1935; R.C.M. 1947, 8-113.

69-12-403. Discontinuance of service. No Class A or Class B motor carrier shall abandon or discontinue any service established under this chapter without an order of the commission therefor.

History: En. Sec. 5, Ch. 184, L.1931; re-en. Sec. 3847.5, R.C.M. 1935; R.C.M. 1947, 8-105.

69-12-404. Suspension of intrastate operating authority by petition. (1) Every motor carrier as defined within this chapter may petition the commission in writing to suspend its intrastate operating authority for a period not to exceed 6 months. An additional 6 months' suspension may be requested and granted, but no other. Such suspension may be granted by the commission upon a showing of present absence of public convenience and necessity or other showing of matters affecting motor carrier transportation.

(2) The suspension of any intrastate operating authority of any carrier as provided for in subsection (1) for a period of 12 consecutive months shall be deemed to establish a prima facie presumption of absence of public convenience and necessity. If after notice and hearing the carrier is unable to prove the existence of public convenience and necessity or existing demand for the transportation service, the commission is authorized to cancel such certificate of public convenience and necessity.

History: (1)En. 8-107.1 by Sec. 1, Ch. 173, L. 1973; Sec. 8-107.1, R.C.M. 1947; (2)En. 8-107.2 by Sec. 1, Ch. 236, L. 1973; Sec. 8-107.2, R.C.M. 1947; R.C.M. 1947, 8-107.1, 8-107.2.

69-12-405. Transportation of livestock. (1) Except as provided in subsection (2), a person, corporation, association or its officers, agents, employees, or servants may not operate any motor vehicle or combination of vehicles in the commercial transportation of livestock for hire without having first obtained a Class B certificate of public convenience and necessity from the commission.

(2) (a) The provisions of this section shall not apply to the transportation of livestock by motor carrier by a bona fide farmer, rancher, or raiser of livestock in his own vehicle or vehicles or when such farmer, rancher, or raiser of livestock provides transportation for the livestock of another farmer, rancher, or raiser of live-

stock between farm and farm, ranch and ranch, or pasture and pasture or to a point.

(b) Any commercial transportation movement of livestock in any motor vehicle having a cargo bed of 22 feet in length or less shall be deemed exempt from the provisions of this section.

History: Ap. p. Sec. 2, Ch. 275, L. 1971; Sec. 8-101.1, R.C.M. 1947; Ap. p. Sec. 3, Ch. 275, L. 1971; amd. Sec. 1, Ch. 233, L. 1973; amd. Sec. 2, Ch. 315, L. 1974; Sec. 8-101.2, R.C.M. 1947; R.C.M. 1947, 8-101.1, 8-101.2.

69-12-406. Restriction on transportation of certain waste. No Class A, B, or C carrier will be authorized or permitted to transport ashes, trash, waste, refuse, rubbish, garbage, or organic and inorganic matter within the state.

History: En. 8-102.1 by Sec. 2, Ch. 138, L. 1977; R.C.M. 1947, 8-102.1(part).

69-12-407. Records and reports. (1) All records, books, accounts, and files of every Class A and Class B motor carrier in this state, so far as the same shall relate to the business of transportation conducted by such motor carrier, shall at all times be subject to examination by the commission or by any authorized agent or employee of the commission. The commission shall prescribe a uniform system of accounts and uniform reports covering the operations of such Class A and Class B motor carriers, and every motor carrier authorized to operate as such in accordance with the provisions of this chapter shall keep its records, books, and accounts according to such uniform system, insofar as possible.

(2) On or before March 31 of each year, every motor carrier authorized to engage in such business shall file with the commission a report, under oath, on a form prescribed and furnished by the commission. Those carriers filing an annual report with the interstate commerce commission shall, in addition to filing the report prescribed by the public service commission, submit to the public service commission a copy of the annual report filed with the interstate commerce commission. In addition to such annual reports every motor carrier shall prepare and file with the commission, at the time or times and in the form to be prescribed by the commission, annual reports, special reports, and statements giving to the commission such information as it shall require in order to perform its duties under this chapter.

History: En. Sec. 18, Ch. 184, L. 1931; re-en. Sec. 3847.18, R.C.M. 1935; amd. Sec. 1, Ch. 232, L. 1973; amd. Sec. 4, Ch. 472, L. 1977; R.C.M. 1947, 8-118.

69-12-408. Identification of ownership of certain large motor vehicles. (1) (a) No motor vehicle or combination of vehicles, except farm vehicles, having a gross weight of more than 10,000 pounds shall operate upon the highways of the state unless there shall be displayed on both sides of each vehicle operated under its own power, either alone or in combination, the name or trade name and address or M.R.C. or I.C.C. certificate number of the person or corporation under whose jurisdiction the vehicle or vehicles is or are being operated.

(b) The display of name must be in letters in sharp contrast to the background and in size, shape, and color readily legible in daylight from a distance of 50 feet while the vehicle is not in motion. Such display shall be kept and maintained in such manner as to remain so legible. The display may be accomplished either by painting the information on the vehicle or through the use of a decal or a removable device, so prepared as to otherwise meet the identification and legibility requirements of this section.

(2) This section shall not apply to motor vehicles being transported to dealers from point of manufacture or from one dealer to another or when being demonstrated to a prospect or delivered to a buyer from a dealer or a manufacturer.

(3) Any person convicted of violating this section shall be guilty of a misdemeanor and shall be punished for each offense by a fine of not more than $100, by imprisonment for not more than 1 month, or both.

History: (1)En. Sec. 1, Ch. 133, L. 1963; Sec. 53-801, R.C.M. 1947; (2)En. Sec. 2, Ch. 133, L. 1963; Sec. 53-802, R.C.M. 1947; (3)En. Sec. 3, Ch. 133, L. 1963; Sec. 53-803, R.C.M. 1947; R.C.M. 1947, 53-801, 53-802, 53-803.

69-12-409 through 69-12-420 reserved.

69-12-421. Annual fee for motor carriers. (1) Except as provided in subsection (2), in addition to all of the licenses, fees, or taxes imposed upon motor vehicles in this state and in consideration of the use of the public highways of this state, every motor carrier shall, at the time of the issuance of a certificate and annually thereafter, on or between January 1 and January 15 of each calendar year, pay to the public service commission of Montana the sum of $5 for every motor vehicle operated by the carrier over or upon the public highways of this state.

(2) (a) A motor carrier engaged in seasonal operations only, where its operations do not extend continuously over a period of not to exceed 6 months in any calendar year, shall only be required to pay compensation and fees in a sum equal to one-half of the compensation and fees herein provided.

(b) The compensation and fees herein imposed shall not apply to motor vehicles maintained and used by a motor carrier as standby or emergency equipment. The commission shall have the power and it is hereby made its duty to determine what motor vehicles shall be classed as standby or emergency equipment.

History: En. Sec. 16, Ch. 184, L. 1931; re-en. Sec. 3847.16, R.C.M. 1935; amd. Sec. 1, Ch. 473, L. 1973; R.C.M. 1947, 8-116(a).

69-12-422. Effect of failure to pay compensation, fees, or charges. (1) Upon the failure of any motor carrier to pay such compensation when due, the commission may in its discretion revoke the carrier's certificate or privilege, and no carrier whose certificate or privilege is so revoked shall again be authorized to conduct such business until such compensation shall be paid.

(2) All compensation, fees, or charges imposed and accruing under the provisions of this chapter shall be a lien upon all property of the motor carrier used in its operations under this chapter. Said lien shall attach at the time the compensation, fees, or charges become due and payable and shall have the effect of an execution duly levied on such property of the motor carrier and shall so remain until said compensation, fees, or charges are paid or the property sold for the payment thereof.

History: En. Sec. 16, Ch. 184, L. 1931; re-en. Sec. 3847.16, R.C.M. 1935; amd. Sec. 1, Ch. 473, L. 1973; R.C.M. 1947, 8-116(c), (d).

69-12-423. Fees to be charged by commission. (1) The public service commission shall, except as otherwise provided by law, require and receive fees before filing annual reports, tariffs, schedules, and supplements of these and shall require and receive fees for copies of orders, documents, classifications, blank forms, and other instruments prepared by it or on file in its office, unless provided by law to be furnished free of charge, under the following schedule:

(a) filing annual reports, each....................$ 5.00;

(b) filing tariffs, time schedules, and supplements thereto, each ....$ 2.00;

(c) for issuing certificates of public convenience and necessity to motor carriers, each ....$ 2.00;

(d) classification for motor carriers, each ....$ .50;

(e) for a copy of the rules for motor carriers and blank forms of annual reports for common carriers.................... cost.

(2) The commission shall require and receive an additional sum to be set by the commission to pay the cost of publishing such notice of hearing as may be required by this chapter, except for notice published pursuant to 69-12-311 through 69-12-313.

(3) This section does not require or authorize the public service commission to collect fees for the filing of annual reports, tariffs, schedules, and supplements of these which relate solely to interstate commerce.

History: En. Sec. 1, Ch. 100, L. 1935; re-en. Sec. 3847.26, R.C.M. 1935; amd. Sec. 1, Ch. 73, L. 1947; amd. Sec. 1, Ch. 67, L. 1971; amd. Sec. 4, Ch. 315, L. 1974; amd. Sec. 5, Ch. 472, L. 1977; R.C.M. 1947, 8-126(part).

Part 5

Ratemaking Requirements

69-12-501. Rate schedules to be maintained. (1) Every Class A or B motor carrier holding a certificate must maintain on file with the commission a full and complete schedule of its rates, fares, charges, classifications, and rules of service and any and all tariff provisions relating to such rates, fares, charges, classifications, or rules. Every schedule on file and approved on March 7, 1961, shall remain in full force and effect until changed or modified by the commission or by the carrier with the approval of the commission.

(2) No change, modification, alteration, increase, or decrease in any rate, fare, charge, classification, or rule of service shall be made by any motor carrier without first obtaining the approval of the commission. The commission shall prescribe rules providing for the form and style of all schedules and tariffs and for the procedures to be followed in filing or publishing any changes or modifications of the same.

History: En. Sec. 2, Ch. 201, L. 1961; R.C.M. 1947, 8-104.2.

69-12-502. Prohibition on deviation from rate schedules. It shall be unlawful for any Class A or B motor carrier to charge, demand, receive, or collect any greater or less rate, charge, or fare than that fixed by the commission for the transportation service provided. When maximum or minimum rates have been established for any service provided by any Class C motor carrier, it shall likewise be unlawful for such carrier to charge, demand, receive, or collect any greater compensation or rate than that established for the service by any applicable maximum rate or any less compensation or rate than that established by any applicable minimum rate. It also shall be unlawful for any Class A or B motor carrier or any Class C motor carrier subject to maximum or minimum rates to refund or remit, in any manner or by any device, any portion of the rates, fares, and charges required to be collected under the schedule of the Class A or B carrier on file with the commission or under the maximum or minimum rates established by the commission for the Class C carrier.

History: En. Sec. 3, Ch. 201, L. 1961; R.C.M. 1947, 8-104.3.

69-12-503. Rates to be reasonable and nondiscriminatory. (1) All rates, fares, charges, classifications, or rules of service for the transportation of property and/or persons upon the public highways of this state must be fair, just, reasonable, and nondiscriminatory. No motor carrier operating under established rates shall make, give, or permit any undue preference or advantage to any particular person, company, corporation, locality, or description of traffic, nor shall such motor carrier subject any particular person, company, corporation, locality, or description of traffic to any prejudice or disadvantage in any respect. Nothing herein provided shall prevent the commission from authorizing different rates or schedules of rates for service between the same places or between different points of origin and/or destination within the same places when such different rates are justified by the differing character of service to be rendered by the carrier to a shipper or consignee.

(2) The commission may, upon its own initiative or upon the complaint of any interested party, investigate any rate, fare, charge, classification, or rule of service contained in the schedule of any motor carrier. If the commission shall find, after such investigation, that any such rate, fare, charge, classification, or rule of service is unfair, unjust, unreasonable, or discriminatory, it shall disallow the same and fix a rate, fare, charge, classification, or rule of service which shall be fair, just, reasonable, and nondiscriminatory and it shall order the affected motor carrier or carriers to conform to such modified schedule. Each motor carrier affected by any complaint or investigation shall first be given notice of the same and an opportunity to be heard before the commission.

History: En. Sec. 4, Ch. 201, L. 1961; amd. Sec. 2, Ch. 182, L. 1971; R.C.M. 1947, 8-104.4.

69-12-504. Procedure to revise rate schedule. (1) No motor carrier shall change or revise any rate, fare, charge, classification, or rule of service contained in its schedule without first obtaining approval therefor from the commission. Such changes or revisions shall be made by filing with the commission the tariff sheet or sheets containing such changes or revisions, plainly stating the changes or revisions to be made. The public shall be provided with such notice of the proposed changes or revisions as the commission shall, by rule, require.

(2) The tariff sheets containing such changes or revisions shall be deemed approved and effective 30 days after the same are filed unless the proposed revisions or changes are suspended or disallowed by the commission prior to the expiration of the 30-day period. The commission may, for good cause, allow any change or revision to become effective in less than 30 days after the filing thereof.

History: En. Sec. 5, Ch. 201, L. 1961; amd. Sec. 1, Ch. 235, L. 1973; R.C.M. 1947, 8-104.5(part).

69-12-505. Suspension of proposed rate revision — hearing. (1) Upon its own initiative or upon the complaint of any interested party filed with the commission within 20 days after the date upon which a change or revision of any rate, fare, charge, or classification is filed with the commission, the commission may suspend the operation of such rate, fare, charge, or classification for a period not to exceed 180 days. The order directing such suspension must be issued by the commission not less than 2 business days prior to the proposed effective date. The motor carrier or carriers filing such rate, fare, charge, or classification shall be given prompt notice by the complaining party, mailing a copy of the complaint concerning such proposed change or revision to the carrier or publishing agent, and such carrier or carriers also shall be given an opportunity to reply to any such complaint. If the proposed change or revision is in a tariff issued by a tariff publishing bureau for a motor carrier or carriers, notice to such bureau of any complaint will constitute notice to the participating carriers in such tariff.

(2) When the suspension of any proposed change or revision in a tariff is ordered by the commission, it shall also order a public hearing to consider the reasonableness of the proposed change or revision. Due notice shall be given for such hearing to all known interested or affected persons, and the same shall be allowed to appear and present evidence. Upon filing such changes or revisions, all tariff sheets when suspended by the commission must be supported by such prepared testimony and exhibits from the motor carrier as will support such changes

or revisions. The prepared testimony and exhibits must be filed with the commission 30 days after the effective date of such suspension. Such testimony and exhibits may be supplemented prior to or at the time of hearing, and supplemental exhibits may be filed after the close of the hearing at the direction or with permission of the commission.

(3) After considering the evidence presented at such hearing, the commission shall issue an order approving, denying, or modifying the proposed change or revision. Unless such hearing is held and such order is issued within 180 days from the date upon which the suspension was ordered, the proposed change or revision shall be deemed approved and effective as filed.

History: En. Sec. 5, Ch. 201, L. 1961; amd. Sec. 1, Ch. 235, L. 1973; R.C.M. 1947, 8-104.5(part).

69-12-506 through 69-12-510 reserved.

69-12-511. Procedure to recover excess charges. (1) Any sum or amount of money paid to any motor carrier in excess of the rates, fares, or charges established for such service by the commission may be recovered from such carrier by the person or shipper who paid the same in any action brought in the district court of the county in which such payment was made. Any such action must be brought within 2 years from the date of such payment. No contract or agreement, written or otherwise, between such person or shipper and any motor carrier shall be admissible in evidence for the purpose of showing a waiver of the right given by this section.

(2) If upon the trial of such action it shall satisfactorily appear to the court or jury that such overcharge was willfully made, the person or shipper bringing the said action shall be awarded damages in treble the amount of such excess or overcharge, together with the costs and expenses of such action, including a reasonable attorney's fee, to be taxed and collected as other costs in the action.

History: En. Sec. 6, Ch. 201, L. 1961; R.C.M. 1947, 8-104.6.

Part 6

Carrier Agreements

69-12-601. Carrier agreements. (1) Any carrier, as defined in 69-12-101, which is a party to an agreement between or among two or more carriers relating to rates, fares, classifications, divisions, allowances, or charges (including charges between carriers and compensation paid or received for the use of facilities and equipment) or rules pertaining thereto or procedures for the joint consideration, initiation, or establishment thereof may, under such rules as the commission prescribes, apply to the public service commission for approval of the agreement. The commission shall by order approve any agreement if approval thereof is not prohibited by 69-12-602. The approval of the commission shall be granted only upon such terms and conditions as the commission may prescribe as necessary to enable it to grant its approval in accordance with this subsection.

(2) Each conference, bureau, committee, or other organization established or continued pursuant to any agreement approved by the commission and the provisions of this section shall maintain such accounts, records, files, and memoranda and shall submit to the commission such reports as may be prescribed by the commission. All such accounts, records, files, and memoranda shall be subject to inspection by the commission or its duly authorized representative.

History: En. 8-103.4 by Sec. 1, Ch. 288, L. 1975; amd. Sec. 25, Ch. 518, L. 1977; R.C.M. 1947, 8-103.4(1), (2).

69-12-602. Limitations on carrier agreements. The commission may not approve under 69-12-601 any agreement:

(1) between a carrier by highway and a carrier by rail unless it finds that such agreement is of the character described in 69-12-601 and is limited to matters relating to the transportation under joint rates or over through routes;

(2) which it finds is an agreement with respect to pooling or division of traffic, service, or earnings;

(3) which establishes a procedure for the determination of any matter through joint consideration unless it finds that under the agreement there is accorded to each party the free and unrestrained right to take independent action either before or after any determination arrived at through such procedure.

History: En. 8-103.4 by Sec. 1, Ch. 283, L. 1975; amd. Sec. 25, Ch. 518, L. 1977; R.C.M. 1947, 8-103.4(3) thru (5).

69-12-603. Investigation of operation under agreement. The commission may, upon complaint or upon its own initiative without complaint, investigate and determine whether any agreement previously approved by it under 69-12-601 or any terms or conditions upon which such approval was granted are not in conformity with 69-12-601 and 69-12-602 or whether any such terms or conditions are not necessary for the purpose of conformity with 69-12-601 and 69-12-602. After such investigation, the commission may by order terminate or modify its approval of such agreement if it finds such action necessary to insure conformity with 69-12-601 and 69-12-602 and may modify the terms and conditions upon which such approval was granted to the extent it finds necessary to insure conformity with 69-12-601 and 69-12-602 or to the extent it finds its terms and conditions unnecessary to insure such conformity. The effective date of any order terminating or modifying approval or modifying terms and conditions may be postponed for such period as the commission determines is reasonably necessary to avoid undue hardship.

History: En. 8-103.4 by Sec. 1, Ch. 283, L. 1975; amd. Sec. 25, Ch. 518, L. 1977; R.C.M. 1947, 8-103.4(6).

69-12-604. Hearing required on matters relating to agreements. No order may be entered under 69-12-601 or 69-12-603 except after interested parties have been afforded reasonable opportunity for hearing.

History: En. 8-103.4 by Sec. 1, Ch. 283, L. 1975; amd. Sec. 25, Ch. 518, L. 1977; R.C.M. 1947, 8-103.4(7).

69-12-605. Relationship of carrier agreements and antitrust laws. (1) The parties to any agreement approved by the commission under 69-12-601 and other persons are, if the approval of such agreement is not prohibited by 69-12-602, hereby exempted from Montana antitrust laws with respect to such agreement, including Title 30, chapter 14, part 2 or any other statutes prohibiting monopolies, price fixing, or restraint of trade.

(2) Any action of the commission under 69-12-601 through 69-12-603 in approving an agreement, in denying an application for such approval, in terminating or modifying its approval of an agreement, in prescribing terms and conditions upon which its approval is to be granted, or in modifying such terms and conditions shall be construed as having effect solely with reference to the applicability of subsection (1).

History: En. 8-103.4 by Sec. 1, Ch. 283, L. 1975; amd. Sec. 25, Ch. 518, L. 1977; R.C.M. 1947, 8-103.4(8), (9).

69-12-606 through 69-12-610 reserved.

69-12-611. Leasing of power equipment. (1) All Class A, B, and C carriers subject to the jurisdiction of the commission may lease power equipment for the purpose of performing transportation movements within the state. The leasing of such power units must be in writing and effective only upon specific approval of the commission. Movement of such leased units without prior approval of the commission is prohibited.

(2) All leases must contain:

(a) the full names and addresses of negotiating parties;

(b) a complete description of each vehicle involved;

(c) provision that the sole possession, responsibility, control, and direction of each vehicle and its driver resides with the lessee for the entire term of the lease;

(d) provision that the lessee assumes full responsibility for all regulatory fees;

(e) amount of compensation to be paid for use of the vehicle while under the lease and the method by which such compensation is determined;

(f) the renewal conditions of the lease, if any; and

(g) the term length of the lease.

(3) A copy of the lease, certified by the commission, must be maintained in each leased vehicle at all times. Each power unit so leased must display in a conspicuous place on both sides of such vehicle the identity and address of the lessor and lessee and the certificate number under which the power unit is operating.

(4) The leasing of power units by an authorized carrier to a noncertificated carrier is prohibited.

History: En. 8-103.1 by Sec. 1, Ch. 105, L. 1969; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 8-103.1.

69-12-612. Interchange of equipment. (1) Common carriers authorized by the commission may enter into interchange agreements with other authorized common carriers providing for the interchange of equipment. Such agreements must be joint applications made to the commission by the carriers affected. To be approved by the commission, the interchange must take place at a fixed terminal where the carriers' routes intersect. Manifests, waybills, or agreements and all shipping data must be in the possession of the operator of the interchanged equipment. When an interchange has been authorized, such equipment shall be operated only by the certificate holder over whose route such equipment is being operated.

(2) Interchange agreements between Class C contract carriers is prohibited.

History: En. 8-103.2 by Sec. 1, Ch. 106, L. 1969; R.C.M. 1947, 8-103.2.

CHAPTER 13

PIPELINE CARRIERS

Part 1 — General Provisions

Section
69-13-101. Common carrier pipeline.
69-13-102. Scope of chapter — enforcement.
69-13-103. Right to construct pipelines.
69-13-104. Use of power of eminent domain.
69-13-105. Violations.

Part 2 — Role of Commission

69-13-201. Establishment of rates and operating rules.
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Part 1

General Provisions

69-13-101. Common carrier pipeline. (1) The following are hereby declared to be common carriers and subject to the provisions of this chapter: every person, firm, corporation, limited partnership, joint-stock association, or association of any kind whatever:

(a) owning, operating, or managing any pipeline or any part of any pipeline within the state for the transportation of crude petroleum, coal, or the products thereof to or for the public for hire or engaging in the business of transporting crude petroleum, coal, or the products thereof by pipelines;

(b) owning, operating, or managing any pipeline or any part of any pipeline for the transportation of crude petroleum, coal, or the products thereof to or for the public for hire, which pipeline is constructed or maintained upon, along, over, or under any public road or highway;

(c) owning, operating, or managing any pipeline or any part of any pipeline for transportation to or for the public for hire of crude petroleum, coal, or the products thereof, which pipeline is or may be constructed, operated, or maintained across, upon, along, over, or under the right-of-way of any railroad, corporation, or other common carrier required by law to transport crude petroleum, coal, or the products thereof as a common carrier;

(d) owning, operating, or managing or participating in ownership, operation, or management, under lease, contract of purchase, agreement to buy or sell, or other agreement or arrangement of any kind whatsoever, any pipeline or any part of any pipeline for the transportation from any oil field, coal mine or field, or place of production within the state to any distributing, refining, or marketing center or reshipping point thereof, within this state, of crude petroleum, coal, or the products thereof, bought of others; or

(e) made a common carrier by or under the terms of contract with or in pursuance of the law of the United States.

(2) The provisions of this chapter shall not apply to those pipelines which are limited in their use to the wells, stations, plants, and refineries of the owner and which are not a part of the pipeline transportation system of any common carrier, as herein defined; nor shall such provisions apply to any property of such a common carrier which is not a part of or necessarily incident to its pipeline transportation system.

History: En. Sec. 1, Ch. 8, Ex. L. 1921; re-en. Sec. 3848, R.C.M. 1921; re-en. Sec. 3848, R.C.M. 1935; amd. Sec. 1, Ch. 190, L. 1955; amd. Sec. 1, Ch. 170, L. 1963; R.C.M. 1947, 8-201.

69-13-102. Scope of chapter — enforcement. (1) It is declared that the operation of these pipelines, to which this chapter applies, for the transportation of crude petroleum, coal, or the products thereof, in connection with the purchase or purchase and sale of such crude petroleum, coal, or the products thereof, is a business in mode of the conduct of which the public is interested and as such is subject to regulation by law. The business of purchasing or of purchasing and selling crude petroleum, coal, or the products thereof, using in connection with such business a pipeline of the class subject to this chapter to transport the crude petroleum, coal, or the products thereof so bought or sold shall not be conducted unless such pipeline so used in connection with such business is a common carrier within the purview of this law and subject to the jurisdiction herein conferred upon the commission.

(2) It shall be the duty of the attorney general to enforce this provision by injunction or other adequate remedy.

History: En. Sec. 2, Ch. 8, Ex. L. 1921; re-en. Sec. 3849, R.C.M. 1921; re-en. Sec. 3849, R.C.M. 1935; amd. Sec. 2, Ch. 190, L. 1955; amd. Sec. 2, Ch. 170, L. 1963; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 8-202.

69-13-103. Right to construct pipelines. (1) The right to lay, maintain, and operate pipelines, together with telegraph and telephone lines incidental to and designed for use only in connection with the operation of such lines, or along, across, or under any public stream or highway in this state is hereby conferred upon all persons, firms, limited partnerships, joint-stock associations, or corporations coming within any of the definitions of common carrier pipelines as hereinbefore made. This right to run along, across, or over any public road or highway, as provided for, can only be exercised upon condition that the traffic thereon not be interfered with and that such road or highway be promptly restored to its former condition of usefulness. The restoration of the road or highway is subject also to the supervision of the county commissioners of the county in which said highway is situated.

(2) Any person, firm, limited partnership, joint-stock association, or corporation may acquire the right to construct pipelines and such incidental telephone and telegraph lines along, across, or over any public road or highway in this state by filing with the commission an acceptance of the provisions of this law, expressly agreeing in writing that in consideration of the right so acquired, it shall be and become a common carrier pipeline, subject to the duties and obligations conferred or imposed in this chapter. In the exercise of the privileges herein conferred, such pipelines shall compensate the county for any damage done to such public road in the laying of pipelines or telegraph or telephone lines along or across the same. Nothing herein shall be construed to grant any pipeline company the right to use any public street or alley in any incorporated city or town except by express permission from the city or governing authority thereof.

History: En. Sec. 3, Ch. 8, Ex. L. 1921; re-en. Sec. 3850, R.C.M. 1921; re-en. Sec. 3850, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 8-203(part).

69-13-104. Use of power of eminent domain. Every person, firm, corporation, limited partnership, joint-stock association, or association of any kind mentioned in this chapter, which shall have filed with the commission its acceptance of the provisions of this chapter, is hereby granted the right and power of eminent domain in the exercise of which he, it, or they may enter upon and condemn the land, rights-of-way, easements, and property of any person or corporation necessary for the construction, maintenance, or authorization of his, its, or their common carrier pipeline. The manner and method of such condemnation and the assessment and payment of the damages therefor shall be the same as is provided by law in the case of railroads.

History: En. Sec. 3, Ch. 8, Ex. L. 1921; re-en. Sec. 3850, R.C.M. 1921; re-en. Sec. 3850, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 8-203(part).

69-13-105. Violations. (1) Any common carrier as herein defined who shall violate any provisions of this chapter or who shall fail to perform any duty herein imposed or any valid order of the commission, when not stayed or suspended by order of court, shall be subject to a penalty of not less than $100 or more than $1,000 for each offense. Such penalty shall be recoverable at suit of the attorney general of Montana in the name of the state and for its use.

(2) For the willful violation of any of the provisions herein forbidding discrimination on the part of common carriers, it is hereby provided that the owners, officers, agents, or employees of such carriers who may be guilty thereof shall be deemed guilty of a misdemeanor. Each violation of any of such provisions shall be deemed a separate and distinct offense, and upon conviction thereof the party violating same shall be fined in a sum of not less than $50 or more than $1,000 and may be further punished by confinement in the county jail for not less than 10 days or more than 6 months.

(3) Actual damages may also be recovered by and for the use of any person, corporation, or association of persons against whom there shall have been an unlawful discrimination as herein defined. Such suit shall be brought in the name of and for the use of party aggrieved and may be maintained in any court of proper jurisdiction, having due regard to the ordinary statutes of venue.

History: En. Sec. 9, Ch. 8, Ex. L. 1921; re-en. Sec. 3856, R.C.M. 1921; re-en. Sec. 3856, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 8-209.

Part 2

Role of Commission

69-13-201. Establishment of rates and operating rules. (1) The commission shall have the power to establish and enforce rates of charges and regulations for gathering, transporting, loading, and delivering crude petroleum, coal, or the products thereof by such common carrier in this state and for the use of storage facilities necessarily incident to such transportation and to prescribe and enforce rules for the government and control of such common carriers in respect to their pipelines and receiving, transferring, and loading facilities. It shall be its duty to exercise such power upon petition by any person showing a substantial interest in the subject.

(2) No order establishing or prescribing rates and rules shall be made except after hearing and at least 10 days' and not more than 30 days' notice to the person, firm, corporation, partnership, joint-stock association, or association owning or controlling and operating the pipeline or pipelines affected.

(3) In the event any rate shall be filed by any pipeline and complaint against the same or petition to reduce the same shall be filed by any shipper and such complaint be sustained, in whole or in part, all shippers who shall have paid the rates so filed by the pipeline shall have the right to reparation or reimbursement of all excess in transportation charges so paid, over and above the proper rate as finally determined, on all shipments made after the date of the filing of such complaint.

History: En. Sec. 4, Ch. 8, Ex. L. 1921; re-en. Sec. 3851, R.C.M. 1921; re-en. Sec. 3851, R.C.M. 1935; amd. Sec. 3, Ch. 190, L. 1955; amd. Sec. 3, Ch. 170, L. 1963; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 8-204.

69-13-202. Assumption of validity of commission orders. Until set aside or vacated by some decree or order of a court of competent jurisdiction, all orders of the commission as to any matter within its jurisdiction shall be accepted as prima facie evidence of their validity.

History: En. Sec. 5, Ch. 8, Ex. L. 1921; re-en. Sec. 3852, R.C.M. 1921; re-en. Sec. 3852, R.C.M. 1935; amd. Sec. 4, Ch. 190, L. 1955; amd. Sec. 4, Ch. 170, L. 1963; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 8-205(part).

69-13-203. Investigatory and enforcement authority of commission. The commission shall have the power and authority to hear and determine complaints, to require attendance of witnesses, and to institute suits and sue out such writs and process as may be necessary for the enforcement of its orders.

History: En. Sec. 6, Ch. 8, Ex. L. 1921; re-en. Sec. 3853, R.C.M. 1921; re-en. Sec. 3853, R.C.M. 1935; amd. Sec. 5, Ch. 190, L. 1955; amd. Sec. 5, Ch. 170, L. 1963; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 8-206(part).

Part 3

Requirements for Pipeline Carriers

69-13-301. Records and reports. (1) Such common carriers of crude petroleum, coal, or the products thereof shall make and publish their tariffs under such rules as may be prescribed by said commission. The commission shall require them to make reports and may investigate their books and records kept in connection with such business.

(2) The commission shall require of such common carrier pipelines monthly reports, duly verified under oath, of the total quantities of crude petroleum, coal, or the products thereof owned by such pipelines, of that held by them in storage for others, and of their unfilled storage capacity. No publicity shall be given by the commission to the reports as to stock of crude petroleum, coal, or the products thereof on hand of any particular pipeline, but the commission in its discretion may make public the aggregate amounts held by all the pipelines making such reports and of their aggregate storage capacity.

History: En. Sec. 6, Ch. 8, Ex. L. 1921; re-en. Sec. 3853, R.C.M. 1921; re-en. Sec. 3853, R.C.M. 1935; amd. Sec. 5, Ch. 190, L. 1955; amd. Sec. 5, Ch. 170, L. 1963; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 8-206(part).

69-13-302. Connection and interchange facilities. (1) Every common carrier shall exchange crude petroleum tonnage, coal tonnage, or petroleum or coal products tonnage with each like common carrier. The commission shall have the power to require such connections and facilities for the interchange of such tonnage to be made at every locality reached by both pipelines whenever a necessity therefor exists, subject to such rates and regulations as may be made by the commission. Any such common carrier under like rules shall be required to install and maintain facilities for the receipt and delivery of crude petroleum, coal, or the products thereof of patrons at all points on such pipeline.

(2) No carrier shall be required to receive or transport any crude petroleum, coal, or the products thereof except such as may be marketable under rules to be prescribed by the commission, which they are hereby empowered and required to prescribe. The commission is also empowered and required to make rules for the ascertainment of the amount of water and other foreign matter in crude oil, coal, or the products thereof tendered for transportation, for deduction therefor, and for the amount of deduction to be made for temperature, leakage, and evaporation.

(3) The recital herein of particular powers on the part of said commission shall not be construed to limit the general powers conferred by this chapter.

History: En. Sec. 5, Ch. 8, Ex. L. 1921; re-en. Sec. 3852, R.C.M. 1921; re-en. Sec. 3852, R.C.M. 1935; amd. Sec. 4, Ch. 190, L. 1955; amd. Sec. 4, Ch. 170, L. 1963; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 8-205(part).

69-13-303. Prohibition of discrimination in rates or service. (1) Except as provided in subsection (2), no such common carrier in its operations as such shall discriminate between or against shippers in regard to facilities furnished, service rendered, or rates charged under same or similar circumstances in the transportation of crude petroleum, coal, or the products thereof; nor shall there be any discrimination in the transportation of crude petroleum, coal, or the products thereof produced or purchased by itself directly or indirectly. In this connection the pipeline shall be considered as a shipper of the crude petroleum, coal, or the products thereof produced or purchased by itself directly or indirectly and handled through its facilities. No such carrier in such operation shall directly or indirectly charge, demand, collect, or receive from any one a greater or lesser compensation for any service rendered than from another for a like and contemporaneous service. Subject to the provisions of this chapter and the rules which may be prescribed by the commission, every such common carrier shall receive and transport crude petroleum or coal delivered to it for transportation and shall so receive and transport the same and perform its other duties with respect thereto without discrimination.

(2) The provisions of subsection (1) shall not limit the right of the commission to prescribe rates and regulations different from or to some places from other rates or regulations for transportation from or to other places, as it may determine; nor shall any carrier be guilty of discrimination when obeying any order of the commission. When there shall be offered for transportation more crude petroleum, coal, or the products thereof than can be immediately transported, the same shall be equitably apportioned. The commission may make and enforce general or specific regulations in this regard. No such common carrier shall at any time be required to receive for shipments exceeding 3,000 barrels of petroleum or the products thereof in any one day from any person, firm, corporation, or association of persons.

History: Ap. p. Sec. 7, Ch. 8, Ex. L. 1921; re-en. Sec. 3854, R.C.M. 1921; re-en. Sec. 3854, R.C.M. 1935; amd. Sec. 6, Ch. 190, L. 1955; amd. Sec. 6, Ch. 170, L. 1963; amd. Sec. 20, Ch. 315, L. 1974; Sec. 8-207, R.C.M. 1947; Ap. p. Sec. 10, Ch. 8, Ex. L. 1921; re-en. Sec. 3857, R.C.M. 1921; re-en. Sec. 3857, R.C.M. 1935; amd. Sec. 7, Ch. 170, L. 1963; amd. Sec. 20, Ch. 315, L. 1974; Sec. 8-210, R.C.M. 1947; R.C.M. 1947, 8-207, 8-210.

CHAPTER 14

RAILROADS

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Part 1

Role of Commission

69-14-101. Definitions. Unless the context requires otherwise, in this chapter the following definitions apply:

(1) "Paralleling" shall be held to mean where the main tracks of parallel lines of railroad or railway are not more than 2,000 feet apart when measured from center to center.

(2) (a) "Railroad" means a corporation, company, or individual owning or operating a railroad in whole or in part in this state. The term also includes express companies and sleeping-car companies.

(b) "Railroad" shall be held to mean and include railroad companies, express companies, car companies, sleeping-car companies, freight and freight-line companies, and all common carriers.

(3) "Transportation" includes instrumentalities of shipment or carriage.

History: (1)En. Sec. 1, Ch. 105, L. 1913; re-en. Sec. 3835, R.C.M. 1921; re-en. Sec. 3835, R.C.M. 1935; Sec. 72-157, R.C.M. 1947; (2)(a), (3)En. Sec. 11, Ch. 37, L. 1907; Sec. 4373, Rev. C. 1907; re-en. Sec. 3792, R.C.M. 1921; re-en. Sec. 3792, R.C.M. 1935; Sec. 72-114, R.C.M. 1947; amd. and redes. 72-101.1 by Sec. 12, Ch. 315, L. 1974; Sec. 72-101.1, R.C.M. 1947; (2)(b)En. Sec. 12, Ch. 37, L. 1907; Sec. 4374, Rev. C. 1907; re-en. Sec. 3793, R.C.M. 1921; re-en. Sec. 3793, R.C.M. 1935; Sec. 72-115, R.C.M. 1947; R.C.M. 1947, 72-101.1(part), 72-115, 72-157.

69-14-102. Application. (1) Chapter 37, Laws of 1907, applies to the transportation of passengers and property between points in this state and to the receiving, switching, delivering, storing, and handling of property and to charges connected therewith and applies to railroad companies, express companies, car companies, sleeping-car companies, freight and freight-line companies, and to any shipments of property made from one point in this state to another point in this state, whether the transportation of it is wholly in this state or partly in this state and partly in an adjoining state or states.

(2) Chapter 37, Laws of 1907, applies to all persons, firms, or companies, incorporated or otherwise, that do business as common carriers on any of the lines of railroad in this state.

History: En. Sec. 11, Ch. 37, L. 1907; Sec. 4373, Rev. C. 1907; re-en. Sec. 3792, R.C.M. 1921; re-en. Sec. 3792, R.C.M. 1935; Sec. 72-114, R.C.M. 1947; amd. and redes. 72-101.1 by Sec. 12, Ch. 315, L. 1974; R.C.M. 1947, 72-101.1(part).

69-14-103. Interpretation. Chapter 37, Laws of 1907, shall not have the effect to release or waive any right of action by the state or any person for any right, penalty, or forfeiture which may arise under any law of this state. All penalties accruing under this part shall be cumulative to each other, and a suit for or recovery of one shall not be a bar to the recovery of any other penalty.

History: En. Sec. 35, Ch. 37, L. 1907; Sec. 4398, Rev. C. 1907; re-en. Sec. 3817, R.C.M. 1921; re-en. Sec. 3817, R.C.M. 1935; R.C.M. 1947, 72-140.

69-14-104 through 69-14-110 reserved.

69-14-111. General supervision of railroads. The commission shall have the general supervision of all railroads, express companies, car companies, sleeping-car companies, and freight and freight-line companies and any common carrier engaged in the transportation of passengers or property in this state, in all matters appertaining to the duty of said commission and within its power and authority under the provisions of this chapter.

History: En. Sec. 16, Ch. 37, L. 1907; Sec. 4378, Rev. C. 1907; re-en. Sec. 3797, R.C.M. 1921; re-en. Sec. 3797, R.C.M. 1935; R.C.M. 1947, 72-119(part).

69-14-112. Investigatory authority. (1) The commission shall investigate any alleged neglect or violation of the laws of the state by any railroad or other company above specified doing business therein or by the officers, agents, or employees thereof. The commission shall also have the power and authority and it shall be its duty to examine and inspect or cause to be examined and inspected, under its authority, all books, records, files, and papers of the persons and companies specified above, insofar as the same may be pertinent to any matter under investigation before said commission and to hear and take testimony in the progress of any inquiry or investigation authorized by Chapter 37, Laws of 1907.

(2) The commission or some members thereof to be deputed by it shall investigate and make inquiry into every accident occurring in the operation of any railroad in this state resulting in death, injury to any person of such gravity as to require the attention of a physician or surgeon, or the destruction of property greater in value than $2,000. The testimony taken on any such hearing shall be transcribed and filed in the office of the commission.

History: (1)En. Sec. 16, Ch. 37, L. 1907; Sec. 4378, Rev. C. 1907; re-en. Sec. 3797, R.C.M. 1921; re-en. Sec. 3797, R.C.M. 1935; Sec. 72-119, R.C.M. 1947; (2)En. Sec. 16a, Ch. 37, L. 1907; Sec. 4379, Rev. C. 1907; re-en. Sec. 3798, R.C.M. 1921; re-en. Sec. 3798, R.C.M. 1935; Sec. 72-120, R.C.M. 1947; R.C.M. 1947, 72-119(part), 72-120.

69-14-113. Attendance and examination of witnesses. (1) The commission in making any examination or investigation provided for in Chapter 37, Laws of 1907, shall have the power to issue subpoenas for the attendance of witnesses by such rules as it may prescribe. Each witness shall receive the sum of $3 per day, together with the sum of 5 cents per mile traveled by the nearest practicable route in going to and returning from the place of meeting of said commission. No witness furnished with free transportation shall receive mileage for the distance he may have traveled on such free transportation. No person shall be excused from attending or testifying or producing any books, papers, documents, or any thing or things, before any court or magistrate or commissioner or board, upon any investigation, proceeding, or trial under the provisions of Chapter 37, Laws 1907, or for any violation of any of them, upon the ground or for the reason that the testimony or evidence, documentary or otherwise, required of him, may tend to convict him of a crime or subject him to a penalty or forfeiture. No person shall be prosecuted or subjected to any penalty or forfeiture for or on account of any transaction, matter, or thing concerning which he may so testify or produce evidence, and no testimony or evidence so given or produced shall be received against him upon any civil or criminal proceeding, action, or investigation.

(2) (a) The process issued by said commission shall be under seal and extend to all parts of the state. Said commission shall have power to issue process in like manner as courts of record. Such process may be served by any person authorized to serve process of courts of record or by any person appointed by the commission for such purpose.

(b) In the event the process issued by the commission is a subpoena for the attendance of a witness and he shall have failed, neglected, or refused to obey the same, the commission is hereby authorized to file a petition with any district court in the state, setting up the facts and the necessity of having such witness appear in such trial. The court shall thereupon summarily direct that a subpoena be issued out of the court requiring the attendance of any person or persons as a witness before the court. The commission shall thereupon have the power and authority to examine such witness before said court, under oath, respecting any inquiry or investigation being made by said commission, under and pursuant to the provisions of Chapter 37, Laws of 1907. The court shall likewise, when any petition is filed stating the necessity therefor, order the production by any person or corporation, for examination in said court, of any books, papers, records, or files necessary or pertinent to any inquiry or investigation then being made by said commission.

History: (1)En. Sec. 18, Ch. 37, L. 1907; Sec. 4381, Rev. C. 1907; re-en. Sec. 3800, R.C.M. 1921; re-en. Sec. 3800, R.C.M. 1935; Sec. 72-122, R.C.M. 1947; (2)En. Sec. 10, Ch. 37, L. 1907; Sec. 4372, Rev. C. 1907; re-en. Sec. 3791, R.C.M. 1921; re-en. Sec. 3791, R.C.M. 1935; Sec. 72-113, R.C.M. 1947; R.C.M. 1947, 72-113, 72-122.

69-14-114. Investigation of existing rates, classifications, and rules. The commission may, on its own motion or on the complaint by a shipper or other interested person, investigate any rate, classification, or rule approved and in effect for transportation of freight by any railroad within the state. The commission must, within 60 days after the commencement of an investigation on the commission's initiative or after the filing with such commission of a complaint by a shipper or other interested person, proceed to investigate and determine the justness and reasonableness of any classification, rate, charge, toll, regulation, or order made by said commission.

History: En. Sec. 15, Ch. 37, L. 1907; Sec. 4377, Rev. C. 1907; amd. Sec. 1, Ch. 176, L. 1921; re-en. Sec. 3796, R.C.M. 1921; re-en. Sec. 3796, R.C.M. 1935; amd. Sec. 1, Ch. 227, L. 1971; amd. Sec. 1, Ch. 429, L. 1973; R.C.M. 1947, 72-118(part).

69-14-115. Investigation, enforcement, and report concerning railroad safety laws. (1) It is hereby made the duty of the commission to:

(a) make inquiry into the observance by all railroads within this state of the laws of the United States and of Montana intended to safeguard the lives of the employees of persons or corporations engaged in operating the same;

(b) lay complaint before the proper officer, state or federal, of any infraction of any of such laws; and

(c) prosecute before the proper court or tribunal any person guilty of violation of the penal provisions thereof.

(2) Said commission shall in its annual report set out what effort it has made to carry out the provisions of this section, with the result thereof, and in detail what steps it has taken to procure to be prosecuted any violations of any such acts of which it has secured information. A copy of this annual report shall be mailed to the secretary of the department of transportation.

History: (1)En. Sec. 1, Ch. 115, L. 1913; re-en. Sec. 3819, R.C.M. 1921; re-en. Sec. 3819, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; Sec. 72-142, R.C.M. 1947; (2)En. Sec. 2, Ch. 115, L. 1913; re-en. Sec. 3820, R.C.M. 1921; re-en. Sec. 3820, R.C.M. 1935; amd. Sec. 1, Ch. 124, L. 1971; Sec. 72-143, R.C.M. 1947; R.C.M. 1947, 72-142, 72-143.

69-14-116. General protection of health and safety on railroads. (1) The commission shall have full authority:

(a) after notice and hearing, to make and enforce rules providing for the installation on and equipment of trains, cars, or engines with safety appliances and providing for sanitation and adequate shelter as it affects the health of all railroad employees, including but not limited to trainmen, enginemen, yardmen, maintenance-of-way employees, highway crossing watchmen, and clerical, platform, freight house, and express employees; and

(b) to inspect the same and enforce regulations with regard thereto.

(2) Such inspection, rules, and regulations to be from time to time coextensive with the requirements of and in conformity to the provisions of the acts of congress and rules and regulations of the interstate commerce commission and the department of transportation, as then effective.

History: En. Sec. 1, Ch. 136, L. 1909; re-en. Sec. 3827, R.C.M. 1921; re-en. Sec. 3827, R.C.M. 1935; amd. Sec. 1, Ch. 63, L. 1959; amd. Sec. 2, Ch. 124, L. 1971; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-150.

69-14-117. Provision of adequate accommodations and service. The commission shall have the power and it shall be its duty to compel any and all railroads subject hereto to provide, maintain, and operate sufficient train service, both freight and passenger, for the proper and reasonable accommodation of the public and to provide and maintain suitable waiting rooms for passengers and suitable rooms for freight and baggage at all stations.

History: En. Sec. 19, Ch. 37, L. 1907; Sec. 4382, Rev. C. 1907; re-en. Sec. 3801, R.C.M. 1921; re-en. Sec. 3801, R.C.M. 1935; R.C.M. 1947, 72-123.

69-14-118. Maintenance of stations where several rail lines come together. (1) Whenever the line of one railroad or railway shall cross, intersect, or parallel (overhead, at grade, or otherwise) the railroad or railway of another company or corporation, the commission shall have power and authority, in addition to all other powers hereafter vested in said commission, after notice and hearing, to order and compel the installation of suitable platforms and station houses for the convenience of passengers desiring to transfer from one road to the other and for the transfer of passengers, baggage, or freight, whenever the same shall be ordered by the commission. Such company or corporation shall, when so ordered by the commission, keep such passenger station warmed, lighted, and opened to the ingress and egress of all passengers a reasonable time before the arrival and after the departure of such trains as accommodate such station, carrying passengers on such railroad or railway. Said railroad or railway companies crossing, intersecting, or paralleling (overhead, at grade, or otherwise) shall stop such trains at said station house so located for the transfer of baggage, passengers, and freight, so as to furnish reasonable facilities for that character of a station when so ordered by the commission.

(2) The expense of construction and maintenance of such station house and platform shall be paid by such corporations in such proportions as they may agree, and if they fail to agree, as may be fixed by order of the commission.

History: En. Sec. 1, Ch. 105, L. 1913; re-en. Sec. 3834, R.C.M. 1921; re-en. Sec. 3834, R.C.M. 1935; amd. Sec. 20. Ch. 315, L. 1974; R.C.M. 1947, 72-156(part).

69-14-119. Connection of lines where several rail lines come together. (1) Such corporation connecting by crossing, intersecting, or paralleling (overhead, at grade, or otherwise) shall also, when so ordered, after notice and hearing by the commission, unite and connect the tracks of said several corporations so as to permit the transfer, from the tracks of said several corporations to the tracks of each other, of loaded and unloaded cars designed for transportation on both roads; provided, however, that no such union or connection shall be ordered except where and when necessary to properly serve the public.

(2) The expense of construction and maintenance shall be apportioned and the material to be used and the route to be followed shall be determined by such cor-

porations as they may agree, and in the event that they fail to agree, as may be fixed by order of the commission; and the expense thus incurred by the commission shall be paid by the railroad or railway companies jointly interested on such basis as the commission may order.

History: En. Sec. 1, Ch. 105, L. 1913; re-en. Sec. 3834, R.C.M. 1921; re-en. Sec. 3834, R.C.M. 1935; amd. Sec. 20. Ch. 315, L. 1974; R.C.M. 1947, 72-156(part).

69-14-120. Violation of provisions relating to rails coming together. Any railroad or railway company and its officers or agents who shall refuse or fail to comply with the provisions of 69-14-118 or 69-14-119 or any order or rule relative thereto made by the commission shall be subject to a fine of not less than $25 or more than $50. Each day of such refusal or failure shall be deemed a separate offense and shall be subject to the penalty herein prescribed, such fine to be recovered in a civil action upon complaint of the commission in any court of competent jurisdiction.

History: En. Sec. 7, Ch. 105, L. 1913; re-en. Sec. 3841, R.C.M. 1921; re-en Sec. 3841, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-163(part).

69-14-121 through 69-14-130 reserved.

69-14-131. Enforcement duties of commission. It is hereby made the duty of such commission to see that the provisions of Chapter 37, Laws of 1907, and all laws of this state concerning railroads are enforced and obeyed and that violations thereof are promptly prosecuted and penalties due the state therefor recovered and collected. Said commission shall report all such violations, with the facts in its possession, to the attorney general or other officer charged with the enforcement of the laws and request him to institute the proper proceedings. All suits between the state and any railroad shall have precedence in all courts over all civil causes, original proceedings in the supreme court excepted.

History: En. Sec. 34, Ch. 37, L. 1907; Sec. 4397, Rev. C. 1907; re-en. Sec. 3816, R.C.M. 1921; re-en. Sec. 3816, R.C.M. 1935; R.C.M. 1947, 72-139(part).

69-14-132. Legal assistance for commission. The attorney general is the attorney of the commission, and the county attorney of every county in the state shall on the request and at the direction of the attorney general assist in all cases, proceedings, and investigations undertaken by the commission under this law, in his own county. However, the commission may employ special counsel, with the approval of the attorney general, to assist in any case, matter, proceeding, or investigation instituted under this law. The attorney general, upon direction of the commission, and the county attorney of each county in this state, upon direction of the attorney general, shall institute and prosecute and appear and defend any action or proceeding arising under this law. All suits and proceedings filed in any court of this state, under this law, shall have precedence over all other business in the court, except criminal business and original proceedings in the supreme court.

History: En. Sec. 20, Ch. 37, L. 1907; Sec. 4383, Rev. C. 1907; re-en. Sec. 3802, R.C.M. 1921; re-en. Sec. 3802, R.C.M. 1935; amd. Sec. 13, Ch. 315, L. 1974; R.C.M. 1947, 72-124.

69-14-133. Collection and disposition of penalties and forfeitures. All penalties and forfeitures incurred, levied, and made under the provisions of Chapter 37, Laws of 1907, shall be collected by said commission and paid over to the state treasurer and credited to the general fund. Should the commission fail or refuse to institute appropriate action for the recovery of any penalty or forfeiture provided for herein, for the space of 60 days after notice of the cause of complaint by such aggrieved person or shipper, such person or shipper may institute and prosecute such action in the name of the state against such railroad, in the same manner as could the commission.

History: En. Sec. 30, Ch. 37, L. 1907; Sec. 4393, Rev. C. 1907; re-en. Sec. 3812, R.C.M. 1921; re-en. Sec. 3812, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-135.

69-14-134. Court enforcement of commission actions. (1) The district court shall have jurisdiction to enforce, by proper decree, injunction, or order, the rates, classifications, rulings, orders, and regulations made or established by the commission under the provisions of Chapter 37, Laws of 1907; Chapter 136, Laws of 1909; and Chapter 105, Laws of 1913. The proceeding therefor shall be by equitable action in the name of the state and shall be instituted by the attorney general or county attorney, whenever advised by the commission that any railroad, railway, or common carrier is violating or refusing to comply with any such rule, order, rate, classification, or regulation made by the commission and applicable to such railroad, railway, or common carrier. Such proceedings shall have precedence over all other business in such courts, except criminal business.

(2) In any action the burden of proof shall rest upon the defendant, who must show by clear and satisfactory evidence that the rule, order, regulation, rate, or classification involved is unreasonable and unjust as to them. If, in such action, it is the decision of the court that the rule, regulation, order, rate, or classification is not so unreasonable or unjust and that in refusing compliance therewith the railroad, railway, or common carrier is thereby failing or omitting the performance of any duty, debt, or obligation, the court shall decree a mandatory and perpetual injunction compelling obedience to and compliance with the rule, regulation, order, rate, or classification by the defendant and its officers, agents, servants, and employees and may grant such other relief as may be deemed just and proper. Any violation of such decree shall render the defendant and officer, agent, servant, or employee of the defendant, who is in any manner instrumental in such violation, guilty of contempt, punishable by a fine not exceeding $1,000 for each offense or by imprisonment of the person guilty of contempt until he shall sufficiently purge himself therefrom. Such decree shall continue and remain in effect and be in force until the rule, regulation, order, rate, or classification shall be modified or vacated by the commission. Nothing contained herein shall be construed to deprive either party to such proceedings of the right to trial by jury, as provided by the seventh amendment to the constitution of the United States or as provided by the constitution of this state.

(3) An appeal shall lie to the supreme court from the decree in such action, and the cause shall have precedence over all other civil actions of a different nature pending in the supreme court.

History: En. Sec. 24, Ch. 37, L. 1907; Sec. 4387, Rev. C. 1907; re-en. Sec. 3806, R.C.M. 1921; re-en. Sec. 3806, R.C.M. 1935; R.C.M. 1947, 72-128.

69-14-135. General right to supreme court review. Appeals may be taken to the supreme court from the judgment of any district court in any action brought under the provisions of Chapter 37, Laws of 1907; Chapter 136, Laws of 1909; and Chapter 105, Laws of 1913. Such appeals shall have precedence over all other business, except criminal business and original proceedings in such court, and shall be heard and determined as are appeals in civil actions.

History: Ap. p. Sec. 25, Ch. 37, L. 1907; Sec. 4388, Rev. C. 1907; re-en. Sec. 3807, R.C.M. 1921; re-en. Sec. 3807, R.C.M. 1935; Sec. 72-129, R.C.M. 1947; Ap. p. Sec. 6, Ch. 136, L. 1909; re-en. Sec. 3831, R.C.M. 1921; re-en. Sec. 3831, R.C.M. 1935; Sec. 72-154, R.C.M. 1947; Ap. p. Sec. 5, Ch. 105, L. 1913; re-en. Sec. 3839, R.C.M. 1921; re-en. Sec. 3839, R.C.M. 1935; Sec. 72-161, R.C.M. 1947; R.C.M. 1947, 72-129, 72-154, 72-161.

69-14-136. Lawsuit to determine reasonableness of commission action. (1) Any railroad, railway, or common carrier may bring an action in the district court of the county where the principal office or place of business is situated or in any county where any such rule or order of the commission is applicable, against the commission as defendant, to determine whether or not any such rule or order made, fixed, or established by said commission under provisions of Chapter 105, Laws of 1913, is just and reasonable.

(2) Until the final decision in any such action, the rule or order of said commission affecting any railroad, railway, or common carrier shall be deemed final and conclusive. In any action, hearing, or proceeding in any court, the rules and orders made, fixed, and established by said commission shall, prima facie, be deemed to be just, reasonable, and proper.

(3) All costs and expenses incurred in the hearing, trial, or appeal of any action brought under this section shall be fixed and assessed as may seem just and equitable to the court.

History: En. Sec. 6, Ch. 105, L. 1913; re-en. Sec. 3840, R.C.M. 1921; re-en. Sec. 3840, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-162.

69-14-137. Violations. If any railroad shall willfully violate any provision of Chapter 37, Laws of 1907, shall do any other act herein prohibited, or shall refuse to perform any and all lawful orders emanating from said commission relating to rates and charges or any other duty enjoined upon it, for which a penalty has not herein been provided, for every such act of violation it shall pay to the state a penalty of not more than $500.

History: En. Sec. 29, Ch. 37, L. 1907; Sec. 4392, Rev. C. 1907; re-en. Sec. 3811, R.C.M. 1921; re-en. Sec. 3811, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-134.

Part 2

Requirements for Railroads

69-14-201. General duties of railroad corporation. Every railroad corporation must:

(1) start and run its cars for the transportation of persons and property at such regular times as it shall fix by public notice;

(2) furnish sufficient accommodations for the transportation of all such passengers and property as, within a reasonable time previous thereto, offer or are offered for transportation at the place of starting, at the junction of other railroads, and at sidings or stopping places established for receiving and discharging way passengers and freight; and

(3) take, transport, and discharge such passengers and property at, from, and to such places on the due payment of tolls, freight, or fare therefor.

History: En. Sec. 971, Civ. C. 1895; re-en. Sec. 4324, Rev. C. 1907; re-en. Sec. 6558, R.C.M. 1921; Cal. Civ. C. Sec. 481; re-en. Sec. 6558, R.C.M. 1935; R.C.M. 1947, 72-602.

69-14-202. Duty to furnish shipping and passenger facilities. (1) It is hereby made the duty of every person, corporation, and association operating a railroad in the state to maintain and staff facilities for shipment and delivery of freight and to ship and deliver freight and accommodate passengers in at least one location, preferably the county seat, in each county through which the line of the railway passes and at any point upon the line of such railway where there is a city or town having a population, according to the last federal decennial census, of not less than 1,000; provided, however, that this section shall not require the maintenance and staffing of such facilities in any county or at any city or town in which such facilities were not maintained and staffed on July 1, 1969.

(2) Nothing in this section shall be construed to authorize the discontinuance of any facility presently established in any city, town, or other location having a population of less than 1,000 without a hearing before the public service commission, as provided by law.

(3) Any person, corporation, or association which shall, for 60 days after written request of not less than 50 inhabitants of such platted townsite, fail to comply with the provisions of Chapter 26, Laws of 1905, shall upon conviction be fined not less than $10 or more than $100 for each day thereafter, so long as the provisions of that chapter are not complied with.

History: (1), (2)En. Sec. 1, Ch. 26, L. 1905; re-en. Sec. 4343, Rev. C. 1907; re-en. Sec. 6582, R.C.M. 1921; re-en. Sec. 6582, R.C.M. 1935; amd. Sec. 1, Ch. 266, L. 1969; amd. Sec. 21, Ch. 315, L. 1974; Sec. 72-627, R.C.M. 1947; (3)En. Sec. 2, Ch. 26, L. 1905; re-en. Sec. 4344, Rev. C. 1907; re-en. Sec. 6583, R.C.M. 1921; re-en. Sec. 6583, R.C.M. 1935; Sec. 72-628, R.C.M. 1947; R.C.M. 1947, 72-627, 72-628.

69-14-203. Posting of information concerning train schedules. (1) Every company or corporation managing, operating, or leasing any railroad in this state that is engaged in the transportation of passengers shall place or cause to be placed a bulletin board in a conspicuous place in and about each and every station or depot where an agent, telephone, or telegraph operator is kept. Such railway company or corporation shall, for the information of the traveling public, at least 3 hours before the advertised scheduled time of the arrival of each passenger train stopping upon such route at such station, cause to be posted upon such bulletin board the number of the train, the time such train is due, and the fact whether such train is on scheduled time or not and, if late, how much, and shall indicate at the end of 2 hours thereafter any gain or loss of more than 15 minutes made by such train and thereafter, every 30 minutes any gain or loss of more than 15 minutes made by such train, on such bulletin board at such station, showing at each time indicated how much said train is running behind its scheduled time. Nothing in this section shall be so construed as to compel such railway company or corporation leasing, operating, or managing any railroad in this state to post the number, scheduled time, and lateness of such trains as arriving or departing from such stations aforesaid while there is no such agent, telegraph, or telephone operator or any other person on duty, but immediately after such agent, telegraph, or telephone operator in charge of such station comes on duty, such railway company or corporation shall cause to be indicated on said bulletin board the number of any trains then due or overdue or scheduled to be due within 3 hours, the time any train or trains are due, and how much the trains are running behind their scheduled time. Any such passenger train not more than 10 minutes late shall be deemed to be on time as to the operation of this section. When such station is connected by telephone with the central exchange in any town or city, such railway company or corporation, upon request of such central exchange, shall promptly notify such central exchange as to the time of arrival of such passenger train, giving the same information as is posted on said bulletin board and at the time of said posting.

(2) Every railway company or corporation managing, operating, or leasing any railroad in this state that shall willfully or negligently violate the provisions of this section shall be deemed guilty of a misdemeanor and upon conviction shall be punished by a fine of not less than $50 or more than $200 for each offense; such action to be prosecuted by the county attorney of the county in which the violation occurs, in the name of the state of Montana.

History: (1)En. Sec. 1, Ch. 67, L. 1917; re-en. Sec. 6584, R.C.M. 1921; re-en. Sec. 6584, R.C.M. 1935; Sec. 72-629, R.C.M. 1947; (2)En. Sec. 2, Ch. 67, L. 1917; re-en. Sec. 6585, R.C.M. 1921; re-en. Sec. 6585, R.C.M. 1935; Sec. 72-630, R.C.M. 1947; R.C.M. 1947, 72-629, 72-630.

69-14-204. Effect of refusal to accept passengers or property. In case of refusal by such corporation or its agents so to take and transport any passengers or property or to deliver the same at the regular appointed places, such corporation must pay to the party aggrieved all damages which are sustained thereby, with costs of suit.

History: En. Sec. 972, Civ. C. 1895; re-en. Sec. 4325, Rev. C. 1907; re-en. Sec. 6559, R.C.M. 1921; Cal. Civ. C. Sec. 482; re-en. Sec. 6559, R.C.M. 1935; R.C.M. 1947, 72-603.

69-14-205. Accommodations for and care to be taken of passengers. (1) Every railroad corporation must furnish on the inside of its passenger cars sufficient room and accommodations for all passengers to whom tickets are sold for any one trip and for all persons presenting tickets entitling them to travel thereon.

(2) When fare is taken for transporting passengers on any baggage, wood, gravel, or freight car, the same care must be taken and the same responsibility is assumed by the corporation as for passengers on passenger cars.

History: En. Sec. 973, Civ. C. 1895; re-en. Sec. 4326, Rev. C. 1907; re-en. Sec. 6560, R.C.M. 1921; Cal. Civ. C. Sec. 483; re-en. Sec. 6560, R.C.M. 1935; R.C.M. 1947, 72-604.

69-14-206. Rules for fare and conduct of passengers. (1) Every railroad corporation must have printed and conspicuously posted on the inside of its passenger cars its rules regarding fare and conduct of its passengers.

(2) In case any passenger is injured on or from the platform of a car or on any baggage, wood, gravel, or freight car, in violation of such printed regulations or in violation of positive verbal instructions or injunctions given to such passenger in person by any officer of the train, the corporation is not responsible for damages for such injuries unless the corporation failed to comply with the provisions of 69-14-205.

History: En. Sec. 974, Civ. C. 1895; re-en. Sec. 4327, Rev. C. 1907; re-en. Sec. 6561, R.C.M. 1921; Cal. Civ. C. Sec. 484; re-en. Sec. 6561, R.C.M. 1935; R.C.M. 1947, 72-605.

69-14-207. Expulsion of passengers refusing to pay fare. If any passenger refuses to pay his fare or to exhibit or surrender his ticket when reasonably requested to do so, the conductor and employees of the corporation may put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place or near any dwelling house, on stopping the train.

History: En. Sec. 975, Civ. C. 1895; re-en. Sec. 4328, Rev. C. 1907; re-en. Sec. 6562, R.C.M. 1921; Cal. Civ. C. Sec. 487; re-en. Sec. 6562, R.C.M. 1935; R.C.M. 1947, 72-606.

69-14-208. Officers and employees of corporation to wear badges. (1) Every conductor, baggage master, engineer, brakeman, or other employee of any railroad corporation employed on a passenger train or at stations for passengers must wear, upon his hat or cap or in some conspicuous place on the breast of his coat, a badge indicating his office or station and the initial letters of the name of the corporation by which he is employed.

(2) No collector or conductor without such badge is authorized to demand or to receive from any passenger any fare, toll, or ticket or exercise any of the powers of his office or station, and no other officer or employee without such badge has any authority to meddle or interfere with any passenger or property.

History: En. Sec. 976, Civ. C. 1895; re-en. Sec. 4329, Rev. C. 1907; re-en. Sec. 6563, R.C.M. 1921; Cal. Civ. C. Sec. 488; re-en. Sec. 6563, R.C.M. 1935; R.C.M. 1947, 72-607.

69-14-209. Issuance of passenger tickets. (1) Every railroad corporation must provide and, on being tendered the regular rates of fare, furnish a ticket to every person desiring a passage on its passenger cars, which entitles the purchaser to a ride and to the accommodations provided on their cars from the depot or station where the same is purchased to any other depot or station on the line of its road. Every such ticket entitles the holder thereof to ride on its passenger cars to the station or depot of destination or any intermediate station and from any intermediate station to the depot of destination designated in the ticket at any time within 6 months thereafter.

(2) Any corporation failing so to provide and furnish tickets or refusing the passage which the same calls for when sold must pay to the person so refused the sum of $200.

History: En. Sec. 977, Civ. C. 1895; re-en. Sec. 4330, Rev. C. 1907; re-en. Sec. 6564, R.C.M. 1921; Cal. Civ. C. Sec. 490; re-en. Sec. 6564, R.C.M. 1935; R.C.M. 1947, 72-608.

69-14-210. Baggage checks. A check must be affixed to every package or parcel of baggage when taken for transportation by any agent or employee of such railroad corporation and a duplicate thereof given to the passenger or person delivering the same in his behalf. If such check is refused on demand, the railroad corporation must pay to such passenger the sum of $20, to be recovered in an action for damages, and no fare or toll must be collected or received from such passenger, and if such passenger has paid his fare, the same must be returned by the conductor in charge of the train. On producing the check, if his baggage is not delivered to him by the agent or employee of the railroad corporation, he may recover the value thereof from the corporation.

History: En. Sec. 970, Civ. C. 1895; re-en. Sec. 4323, Rev. C. 1907; re-en. Sec. 6557, R.C.M. 1921; Cal. Civ. C. Sec. 479; re-en. Sec. 6557, R.C.M. 1935; R.C.M. 1947, 72-601.

69-14-211. Certificate of authority for ticket agents. (1) It shall be the duty of the owners of any railroad or steamboat for the transportation of passengers to provide each agent who may be authorized to sell, within the state, tickets or other evidence entitling the holder thereof to travel upon their railroad or steamboat with a certificate setting forth the authority of such agent to make such sales. The certificate shall be duly attested by the corporate seal of any corporate owner of such railroad or steamboat and shall, for the information of travelers, be kept posted in a conspicuous place in the office of such agent.

(2) It shall be the duty of every agent residing or acting within this state who shall be authorized to sell therein tickets or other evidence of the holder's title to travel upon any railroad or steamboat to exhibit to any person desiring to purchase a ticket or to any officer of the law who may request him to do so such certificate of his authority thus to sell.

History: (1)En. Sec. 1, p. 150, L. 1893; re-en. Sec. 978, Civ. C. 1895; re-en. Sec. 4331, Rev. C. 1907; re-en. Sec. 6565, R.C.M. 1921; re-en. Sec. 6565, R.C.M. 1935; amd. Sec. 1, Ch. 5, L. 1943; amd. Sec. 1, Ch. 60, L. 1949; Sec. 72-609, R.C.M. 1947; (2)En. Sec. 4, p. 151, L. 1893; re-en. Sec. 981, Civ. C. 1895; re-en. Sec. 4334, Rev. C. 1907; re-en. Sec. 6568, R.C.M. 1921; re-en. Sec. 6568, R.C.M. 1935; amd. Sec. 3, Ch. 60, L. 1949; Sec. 72-612, R.C.M. 1947; R.C.M. 1947, 72-609, 72-612.

69-14-212. Unlawful sale of tickets. (1) It shall be unlawful for any person not a duly authorized ticket agent and in possession of such certificate, so posted as aforesaid, to sell, barter, or transfer within this state for any consideration the whole or any part of any ticket or other evidence of the holder's title or right to travel on said railroad or steamboat, whether such railroad or steamboat be situated, operated, or owned within or without the limits of this state.

(2) Whoever shall violate the provisions of this section shall be deemed guilty of a misdemeanor and shall be punished by a fine not exceeding $500 or by imprisonment not exceeding 1 year or both, in the discretion of the court in which such offender shall be convicted.

History: (1)En. Sec. 2, p. 150, L. 1893; re-en. Sec. 979, Civ. C. 1895; re-en. Sec. 4332, Rev. C. 1907; re-en. Sec. 6566, R.C.M. 1921; re-en. Sec. 6566, R.C.M. 1935; amd. Sec. 2, Ch. 60, L. 1949; Sec. 72-610, R.C.M. 1947; (2)En. Sec. 3, p. 151, L. 1893; re-en. Sec. 980, Civ. C. 1895; re-en. Sec. 4333, Rev. C. 1907; re-en. Sec. 6567, R.C.M. 1921; re-en. Sec. 6567, R.C.M. 1935; Sec. 72-611, R.C.M. 1947; R.C.M. 1947, 72-610, 72-611.

69-14-213. Redemption of unused tickets. (1) It shall be the duty of the owners of every railroad or steamboat situate or operated in whole or in part within this state to provide for the redemption, under reasonable precautions, of the whole or of any coupon of any ticket theretofore sold by any agent, authorized as aforesaid, which the purchaser, for any reason other than the expiration of the time limited in said ticket for the use thereof, has not used, at cost in case of the ticket not used and at a rate which shall be equal to the difference between the price paid for the whole ticket and the cost of a ticket between the points for which the used portion of said ticket was actually used in case of a coupon of a ticket partially used; provided, that such ticket or coupon shall be presented for such redemption to any agent, authorized as aforesaid, before the time therein limited for the use thereof shall have expired. The deposit of such ticket or part of ticket in the post office, addressed to any such agent, with postage thereon duly prepaid, before the expiration of the time limited on such ticket or part of ticket shall be deemed such presentation.

(2) When any ticket-selling agent, so licensed as aforesaid, or any common carrier subject to the provisions of 69-14-211 through 69-14-214, shall sell, barter, or transfer to any person any mileage book or commutation tickets or excursion ticket at any reduced rate authorized by law and when such mileage book, commutation ticket, or excursion ticket shall by the terms thereof be limited in respect of the time in which the same shall be used, then and in that case, such mileage book, commutation ticket, or excursion ticket shall not be redeemed by said common carrier subject to the provisions of 69-14-211 through 69-14-214.

(3) The sale by any person of such ticket or of the unused portion of any such ticket or coupon otherwise than by the presentation of the same for redemption, as hereinbefore provided, shall be deemed to be a violation, and any person guilty of such violation shall be deemed guilty of a misdemeanor and shall be punished by a fine not exceeding $500 or by imprisonment not exceeding 1 year or both, in the discretion of the court in which such offender shall be convicted.

History: En. Sec. 5, p. 152, L. 1893; re-en. Sec. 982, Civ. C. 1895; re-en. Sec. 4335, Rev. C. 1907; re-en. Sec. 6569, R.C.M. 1921; re-en. Sec. 6569, R.C.M. 1935; R.C.M. 1947, 72-613.

69-14-214. Penalty for failure to redeem ticket. Any railroad company or steamboat company which shall by any of its authorized ticket-selling agents within this state unreasonably refuse to redeem any coupon of a ticket or any ticket as required by 69-14-213 shall pay to the state a fine not exceeding $500 for each offense.

History: En. Sec. 6, p. 152, L. 1893; re-en. Sec. 983, Civ. C. 1895; re-en. Sec. 4336, Rev. C. 1907; re-en. Sec. 6570, R.C.M. 1921; re-en. Sec. 6570, R.C.M. 1935; R.C.M. 1947, 72-614.

69-14-215. Issuance of bills of lading by railroad station agents. (1) All railway companies operating in the state which do not permit bills of lading to be issued by other employees than agents shall be required to have said bills of lading issued by the station agent at the nearest station where a station agent is regularly maintained in the direction toward which the shipment is destined. The conductor of the train which receives the shipment at its point of origin shall deliver to the agent at the nearest station at which an agent is maintained through which said shipment moves, immediately upon the arrival of the train carrying said shipment at said agency station, all data necessary for the issuance of a bill of lading for said shipment. The agent shall immediately issue said bill of lading and shall deliver the same to the shipper or his agent or shall, within 24 hours after the receipt of said data from the conductor, for shipment of 20,000 pounds or over, deposit the bill of lading in a United States post office, addressed and registered to the consignor of said shipment or his agent or attorney to his proper post-office address, shipments of less than 20,000 pounds to be mailed without registering.

(2) Any railway company operating in Montana violating any provisions of this section shall be guilty of a misdemeanor and liable to a fine of not less than $50 or more than $1,000.

History: (1)En. Sec. 1, Ch. 24, L. 1917; re-en. Sec. 6611, R.C.M. 1921; re-en. Sec. 6611, R.C.M. 1935; Sec. 72-654, R.C.M. 1947; (2)En. Sec. 2, Ch. 24, L. 1917; re-en. Sec. 6612, R.C.M. 1921; re-en. Sec. 6612, R.C.M. 1935; Sec. 72-655, R.C.M. 1947; R.C.M. 1947, 72-654, 72-655.

69-14-216. Restriction on contractual time limitations for notification of injury to transported livestock. Any provision, stipulation, or condition in any shipping contract, bill of lading, or other agreement made or entered into by or between any common carrier and the owner or shipper of any shipment of livestock providing that written or verbal notice of loss, injury, or damage thereto or of claim therefor shall be made or given to any common carrier, to any agent or officer of any common carrier, or to any other person within any period less than 4 months from the date of the occurrence of any such loss, injury, or damage shall be void and of no effect.

History: En. Sec. 1, Ch. 138, L. 1909; re-en. Sec. 6550, R.C.M. 1921; re-en. Sec. 6550, R.C.M. 1935; R.C.M. 1947, 72-411.

69-14-217 through 69-14-230 reserved.

69-14-231. Brake equipment. The commission shall have the power and authority to examine and inspect all brakes and brake equipment and after notice and hearing to make and enforce reasonable rules with respect to the examination, inspection, and repair thereof, with a view of determining the proper measure of efficiency of said brakes and brake equipment. Such rules shall be from time to time coextensive with the requirements of and in conformity to the provisions of the acts of congress and rules and regulations of the interstate commerce commission and the department of transportation, as then effective.

History: En. Sec. 2, Ch. 136, L. 1909; re-en. Sec. 3828, R.C.M. 1921; re-en. Sec. 3828, R.C.M. 1935; amd. Sec. 3, Ch. 124, L. 1971; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-151.

69-14-232. Size and equipment of caboose. (1) Cabooses shall be at least 24 feet in length, exclusive of platforms, and shall be provided with a door in each end and with cupolas or bay windows, platforms, guard rails, grabirons, and steps for the safety of persons in alighting or getting on cabooses. Cabooses shall be of metal frame construction and be sufficiently insulated to eliminate track and other related noise above 85 decibels in any octave in the speech range. Other requirements for cabooses are as follows:

(a) The trucks shall provide riding qualities at least equal to those of freight type trucks modified with elliptical or additional coil springs or other means of equal or greater efficiency and shall have at least two four-wheel trucks with standard steel wheels or their equivalent. Draft gears shall have a minimum travel of 2 ½ inches and a minimum capacity of 18,000 foot-pounds and shall comply with Association of American Railroad Standard M-901 or its equivalent.

(b) Electric lighting of at least 40 foot-candles shall be provided for direct illumination of the caboose desk, reading areas, and lavatory facilities.

(c) A spotlight shall be provided on the rear of the caboose with sufficient candlepower to illuminate the track for a distance of at least 300 feet to the rear of the caboose during the hours of darkness.

(d) The caboose marker or markers shall be either reflectorized or capable of illumination when required.

(e) Only glass of the safety glass type shall be used in partitions, doors, windows, or wind deflectors.

(f) All seats and seat backs shall conform to the safety standards designed by the United States department of transportation in its "Federal Motor Vehicle Safety Standards", Motor Vehicle Safety Standard No. 201. All edges and protrusions on seats and seat backs shall be rounded to prevent injury to employees.

(2) Any person, corporation, or company, operating any railroad or railway in this state, violating any of the provisions of [the preceding section] shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined not less than $500 or more than $1,000 for each offense.

History: (1)En. Sec. 1, Ch. 54, L. 1907; Sec. 4338, Rev. C. 1907; re-en. Sec. 6577, R.C.M. 1921; re-en. Sec. 6577, R.C.M. 1935; amd. Sec. 1, Ch. 92, L. 1975; amd. Sec. 1, Ch. 32, L. 1977; Sec. 72-622, R.C.M. 1947; (2)En. Sec. 2, Ch. 54, L. 1907; Sec. 4339, Rev. C. 1907; re-en. Sec. 6578, R.C.M. 1921; re-en. Sec. 6578, R.C.M. 1935; Sec. 72-623, R.C.M. 1947; R.C.M. 1947, 72-622(1), 72-623.

69-14-233. Failure of caboose equipment or maintenance. (1) Where a failure occurs in required equipment or standards of maintenance after a caboose has commenced to move in service, the failure shall be reported in accordance with subsection (2). The railroad operating that caboose is not in violation of this section and 69-14-232 if the failure of equipment or standards of maintenance is corrected at the first point maintenance supplies are available or in the case of repairs, the first point materials and repair facilities are available and repairs can reasonably be made.

(2) A register for the reporting of failures of the required equipment or standards of maintenance shall be maintained on all cabooses, and provisions for maintaining a record of reported failures for not less than the previous 80-day period shall be established.

History: En. Sec. 1, Ch. 54, L. 1907; Sec. 4338, Rev. C. 1907; re-en. Sec. 6577, R.C.M. 1921; re-en. Sec. 6577, R.C.M. 1935; amd. Sec. 1, Ch. 92, L. 1975; amd. Sec. 1, Ch. 32, L. 1977; R.C.M. 1947, 72-622(part).

69-14-234. Authorization for exemption from caboose provisions. If, in any particular case, temporary exemption from any requirements of 69-14-232 and 69-14-233 is considered necessary by a carrier concerned, the commission may consider the application of that carrier for temporary exemption and may grant an exemption when the application is accompanied by a full statement of the conditions existing and the reason for the exemption. Any exemption so granted will be limited to the particular case and will be limited to a stated period of time.

History: En. Sec. 1, Ch. 54, L. 1907; Sec. 4338, Rev. C. 1907; re-en. Sec. 6577, R.C.M. 1921; re-en. Sec. 6577, R.C.M. 1935; amd. Sec. 1, Ch. 92, L. 1975; amd. Sec. 1, Ch. 32, L. 1977; R.C.M. 1947, 72-622(part).

69-14-235. Application of caboose provisions. The provisions of 69-14-232 through 69-14-234 apply to all cabooses except those used exclusively in yard service.

History: En. Sec. 1, Ch. 54, L. 1907; Sec. 4338, Rev. C. 1907; re-en. Sec. 6577, R.C.M. 1921; re-en. Sec. 6577, R.C.M. 1935; amd. Sec. 1, Ch. 92, L. 1975; amd. Sec. 1, Ch. 32, L. 1977; R.C.M. 1947, 72-622(4).

69-14-236. Headlights and speedometers for locomotives. (1) A person, corporation, or company operating a railroad or railway in this state must equip all locomotive engines used in the transportation of trains over the railroad or railway with:

(a) electric headlights of at least 1,500 candlepower, measured without the aid of a reflector; and

(b) a speedometer that is maintained in good working order at all times and that is located in the lead or controlling unit.

(2) A locomotive used exclusively in yard service is not required to be equipped with a speedometer.

(3) If the speedometer fails en route, it will be deemed as being in good working order until it reaches the next terminal where it will be exchanged with an engine with a working speedometer if one is available.

(4) Any person, corporation, or company, operating any railroad or railway in this state, violating the provisions of this section shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined not less than $100 or more than $1,000 for each offense.

History: (1) thru (3)En. Sec. 1, Ch. 18, L. 1909; re-en. Sec. 6609, R.C.M. 1921; re-en. Sec. 6609, R.C.M. 1935; amd. Sec. 1, Ch. 181, L. 1977; Sec. 72-652, R.C.M. 1947; (4)En. Sec. 2, Ch. 18, L. 1909; re-en. Sec. 6610, R.C.M. 1921; re-en. Sec. 6610, R.C.M. 1935; Sec. 72-653, R.C.M. 1947; R.C.M. 1947, 72-652, 72-653.

69-14-237. Locomotive engines and electric motors to be marked with identifying numbers. (1) It shall be the duty of every person, corporation, or company operating a railroad or railway in this state to equip all locomotive engines and electric motors used in hauling trains over said railroad or railway with suitable numbers, which numbers shall be displayed at the front and both sides of the headlight on said locomotive engine or electric motor and to be such size as to be easily read from a passing or meeting train.

(2) When a complaint is made to the commission that any person, corporation, or company operating a railroad or railway in this state has failed to comply with the provisions of this section, such commission shall order a hearing and shall serve a notice on such person, corporation, or company at least 15 days before the date set for such hearing. The notice may be served upon any agent of such person, corporation, or company. At the conclusion of such hearing, the commission may make such order in the premises as is deemed necessary and may prescribe the time within which all such locomotive engines shall be equipped with such numbers.

(3) Any person, corporation, or company operating a railroad or railway in this state who violates any of the provisions of this section shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined not less than $50 or more than $100 for each offense.

History: (1)En. Sec. 1, Ch. 145, L. 1919; re-en. Sec. 6620, R.C.M. 1921; re-en. Sec. 6620, R.C.M. 1935; Sec. 72-663, R.C.M. 1947; (2)En. Sec. 2, Ch. 145, L. 1919; re-en. Sec. 6621, R.C.M. 1921; re-en. Sec. 6621, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; Sec. 72-664, R.C.M. 1947; (3)En. Sec. 3, Ch. 145, L. 1919; re-en. Sec. 6622, R.C.M. 1921; re-en. Sec. 6622, R.C.M. 1935; Sec. 72-665, R.C.M. 1947; R.C.M. 1947, 72-663, 72-664, 72-665.

69-14-238. Equipment for track motor cars. (1) Every person, firm, or corporation operating or controlling any railroad running through or within this state as a common carrier shall:

(a) equip each of its track motor cars with:

(i) a windshield of safety glass and a device for wiping rain, snow, and other moisture therefrom; such device shall be maintained in good order and so constructed as to be controlled by the operator of said track motor car; and

(ii) upon request of the foreman, a canopy or top of such construction as to adequately protect the occupants thereof from the rays of the sun, rain, snow, or other inclement weather;

(b) equip each of its track motor cars used during the period from 30 minutes before sunset to 30 minutes after sunrise with:

(i) an electric headlight of such construction and with sufficient candlepower to be plainly visible at a distance of not less than 300 feet in advance of such track motor car, any track obstruction, landmark, warning sign, or grade crossing; and

(ii) a red rear electric light of sufficient candlepower to be plainly visible at a distance of not less than 300 feet.

(2) Every violation of this section is a misdemeanor.

History: (1)(a)En. Sec. 1, Ch. 109, L. 1957; Sec. 72-668, R.C.M. 1947; (1)(b)En. Sec. 2, Ch. 109, L. 1957; Sec. 72-669, R.C.M. 1947; (2)En. Sec. 3, Ch. 109, L. 1957; Sec. 72-670, R.C.M. 1947; R.C.M. 1947, 72-668, 72-669, 72-670.

69-14-239. Operation of trains at grade crossings. (1) Except as provided in subsection (2), no railway company operating trains within this state shall permit any locomotives or cars to cross the tracks of any other railroad, at grade, without coming to a full stop immediately before crossing.

(2) (a) If any railway company or companies using one or more tracks crossing each other or connecting in any way at a common grade shall, by an interlocking plant, signal station, or any other works or fixtures, to be erected by them or either of them, render it safe to pass over said crossings without stopping and if such plant, works, or fixtures shall have been first approved by the county commissioners of the county wherein such works are to be constructed and used and the plans of such works and fixtures for such crossing, designating the place of such crossing, shall have been filed with such commissioners, then and in that case the foregoing provisions of this section requiring the stopping of trains at such crossing shall not apply to said companies or either of them.

(b) If said county commissioners shall disapprove any such plans so filed with them or fail to approve the same within 20 days after the filing thereof with them, such railway companies or either of them may apply in the county where such crossing is situated to the district court in and for said county or to a judge thereof in vacation, by petition in writing setting forth the object of such application. Said court or judge shall thereupon appoint a time and place for the hearing of said petition, and a copy of the order appointing such time and place, together with a copy of said petition, shall be served upon said county commissioners at least 10 days before the day appointed for said hearing. Said district court or a judge thereof in vacation shall have full power upon the hearing of said petition to grant the prayer thereof or to make such other order thereon as may be proper in the premises, and the foregoing provisions of this section requiring the stoppage of trains at crossings shall not apply to said railway companies or either of them if said district court shall by its order upon said petition grant the prayer thereof or otherwise and to any extent approve the construction and use of the interlocking plant or other structures therein referred to.

History: En. Sec. 1, Ch. 8, L. 1903; re-en. Sec. 4359, Rev. C. 1907; re-en. Sec. 6596, R.C.M. 1921; re-en. Sec. 6596, R.C.M. 1935; R.C.M. 1947, 72-641.

69-14-240. Duty to construct drains and ditches. (1) It shall be the duty of every corporation, company, or person owning or operating any railroad or branch thereof in this state and of any corporation, company, or person constructing any railroad in this state, within 3 months after the completion of the same through any county in this state, to cause to be constructed and maintained suitable ditches and drains along each side of the roadbed of such road or to construct culverts or openings through such roadbed to connect with ditches, drains, or watercourses, so as to afford sufficient outlet to drain and carry off the water along such railroad whenever the draining of such water has been obstructed or rendered necessary by the construction of such railroad. None of the drains or ditches herein referred to shall be required to be constructed by any of the persons or corporations herein named or described except when required to remove and drain off water accumulated upon property adjacent to or upon the right-of-way whose natural channel or outlet has been destroyed or impaired by the embankment of such railway so constructed as aforesaid.

(2) In case such corporation, company, or person shall fail or neglect to construct and maintain such ditches or drains as are herein required within the time limited in this section, the board of county commissioners of any county through which such railroad has been or may be constructed and located and in which the draining herein required has been neglected is hereby authorized and required, upon the petition of 20 landowners of such county along the line of and contiguous to such railroad, to cause such ditches or drains, as are herein required, to be constructed and maintained. Said board of county commissioners may maintain an action against such corporation, company, or person so failing to comply with the provisions of this section, in any court of competent jurisdiction and in the name of such county, and shall be entitled to recover all costs and expenses incurred in the construction and maintenance of said drains or ditches.

History: En. Sec. 2, Ch. 101, L. 1903; re-en. Sec. 4362, Rev. C. 1907; re-en. Sec. 6599, R.C.M. 1921; re-en. Sec. 6599, R.C.M. 1935; R.C.M. 1947, 72-644.

69-14-241 through 69-14-250 reserved.

69-14-251. Annual reports. (1) The commission shall require verified annual reports from each and every railroad owning, operating, or having any line of railroad in this state and shall prescribe the manner in which such reports shall be made and may require specific answers to all questions upon which the commission may desire information. It shall be the duty of the president or other officer in charge of such railroad to make such report and answers to the commission. The commission, at such other times as it may deem necessary, may require such other information, statements, or reports as may be deemed necessary and may fix the time for filing of the same.

(2) Any railroad failing or refusing to make or file such annual report or failing or refusing to furnish such additional information, statements, or reports, as may be demanded by the commission, shall forfeit the sum of $500 for each day that such refusal or neglect shall be continued.

History: En. Sec. 32, Ch. 37, L. 1907; Sec. 4395, Rev. C. 1907; re-en. Sec. 3814, R.C.M. 1921; re-en. Sec. 3814, R.C.M. 1935; R.C.M. 1947, 72-137.

69-14-252. Accident reports. It is hereby made the duty of every railroad company operating any line of railroad within this state, promptly upon the occurrence, or in connection with the operation of its line within the state, of any accident such as is mentioned in 69-14-112(2), to report the same to the commission. In the report shall be stated the time and place of the accident, the names of the persons killed or injured, and the value of any property destroyed.

History: En. Sec. 17, Ch. 37, L. 1907; Sec. 4380, Rev. C. 1907; re-en. Sec. 3799, R.C.M. 1921; re-en. Sec. 3799, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-121.

Part 3

Ratemaking Procedures

69-14-301. Commission powers related to ratemaking. (1) The commission shall adopt all necessary rates, charges, and regulations to govern and regulate freight and passenger tariffs, to correct abuses, and to prevent unjust discrimination and intimidation in the rates of freight and passenger tariffs on the different railroads in this state and to make the same effective by enforcing the penalties prescribed in Chapter 37, Laws of 1907.

(2) The commission shall fairly and justly classify and subdivide all freight and merchandise of whatever character that may be transported over railroads of this state into such general and special classes or subdivisions as may be considered necessary or expedient.

(3) The commission may fix different rates for different railroads and for different lines under the same management or for different parts of the same lines if found necessary to do justice and may make rates for express companies different from the rates fixed for railroads. The commission shall also fix and establish for all or any connecting lines of railroad in this state reasonable joint rates of freight charges for the various classes of freight and cars that may pass over two or more lines of such railroads.

(4) The commission shall make and establish reasonable rates for the transportation of freight within the state and shall prescribe rates, tolls, and charges for all other service performed by any railroad subject hereto.

History: (1) thru (3)En. Sec. 13, Ch. 37, L. 1907; Sec. 4375, Rev. C. 1907; re-en. Sec. 3794, R.C.M. 1921; re-en. Sec. 3794, R.C.M. 1935; amd. Sec. 57, Ch. 359, L. 1977; Sec. 72-116, R.C.M. 1947; (4)En. Sec. 15, Ch. 37, L. 1907; Sec. 4377, Rev. C. 1907; amd. Sec. 1, Ch. 176, L. 1921; re-en. Sec. 3796, R.C.M. 1921; re-en. Sec. 3796, R.C.M. 1935; amd. Sec. 1, Ch. 227, L. 1971; amd. Sec. 1, Ch. 429, L. 1973; Sec. 72-118, R.C.M. 1947; R.C.M. 1947, 72-116(1), 72-118(part).

69-14-302. Treatment of unclassified charges. The rates, tolls, or charges on any property which shall for any reason remain unclassified by the commission shall not in any event exceed the highest rates fixed for any classification by the commission.

History: En. Sec. 13, Ch. 37, L. 1907; Sec. 4375, Rev. C. 1907; re-en. Sec. 3794, R.C.M. 1921; re-en. Sec. 3794, R.C.M. 1935; amd. Sec. 57, Ch. 359, L. 1977; R.C.M. 1947, 72-116(part).

69-14-303. Prohibition on rate discrimination. (1) If any railroad subject hereto, directly or indirectly or by any special rate, rebate, drawback, or other device, charges, demands, or receives from any person, firm, or corporation a greater or less compensation for any service rendered or to be rendered in the transportation of property subject to the provisions of Chapter 37, Laws of 1907, than that fixed by the commission for such service, such railroad is guilty of intimidation and shall forfeit and pay to the state not less than $500 or more than $2,000 for each offense. Nothing in this subsection prevents any railroad or railroad corporation from giving excursion rates to or from any point within or without the state.

(2) If any railroad subject to Chapter 37, Laws of 1907, or its agents or officers hereafter collects, charges, demands, or receives from any person, company, firm, or corporation a greater rate, charge, or compensation than that fixed and established by the commission for the transportation of freight, passengers, or cars or for the use of any car on the line of its railroad or any line operated by it or for receiving, forwarding, handling, or storing any such freight car or for any other service performed or to be performed by it, such railroad and its agents and officers are guilty of intimidation and shall forfeit and pay to the state a sum not less than $500 or more than $2,000.

(3) It is hereby declared to be unlawful for any ticket-selling agent, so authorized and licensed as provided in 69-14-211, or for any common carrier subject to the provisions of 69-14-211 through 69-14-214 to charge, demand, collect, or receive from or to sell, barter, transfer, or assign to any person, firm, company, corporation, or association any ticket of any class whatever entitling the purchaser or holder thereof to transportation by the common carrier issuing such ticket for a greater or less sum or price than is charged, demanded, collected, or received by such ticket-selling agent or common carrier subject to the provisions of 69-14-211 through 69-14-214 for a similar ticket of the same class. Any person, ticket-selling agent, or common carrier subject to the provisions of 69-14-211 through 69-14-214 who shall violate the provisions of this subsection shall be guilty of a misdemeanor and upon conviction thereof shall be fined in the sum not exceeding $1,000 for each offense.

(4) (a) It is unlawful for any railroad subject to this title to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property for a shorter distance than for a longer distance over the same line or route in the same direction, the shorter being included within the longer distance, or to charge any greater compensation as through rate than the aggregate of the intermediate rates; provided, that upon application to the commission and after investigation, such carrier, in special cases, may be authorized by the commission to charge less for longer than for shorter distances for the transportation of passengers or property, and the commission may from time to time prescribe the extent to which such designated carriers may be relieved from the operation of the foregoing provisions of this subsection, but in exercising the authority conferred upon it in this proviso, the commission shall not permit the establishment of any charge to or from the more distant point that is not reasonably compensatory for the service performed.

(b) Violations of this subsection shall be punished in accordance with 69-14-805.

History: (1)En. Sec. 22, Ch. 37, L. 1907; Sec. 4385, Rev. C. 1907; re-en. Sec. 3804, R.C.M. 1921; re-en. Sec. 3804, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; amd. Sec. 58, Ch. 359, L. 1977; Sec. 72-126, R.C.M. 1947; (2)En. Sec. 23, Ch. 37, L. 1907, Sec. 4386, Rev. C. 1907; re-en. Sec. 3805, R.C.M. 1921; re-en. Sec. 3805, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; amd. Sec. 59, Ch. 359, L. 1977; Sec. 72-127, R.C.M. 1947; (3)En. Sec. 7, p. 153, L. 1893; re-en. Sec. 984, Civ. C. 1895; re-en. Sec. 4337, Rev. C. 1907; re-en. Sec. 6571, R.C.M. 1921; re-en. Sec. 6571, R.C.M. 1935; Sec. 72-615, R.C.M. 1947; (4)En. 72-231 by Sec. 1, Ch. 473, L. 1977; Sec. 72-231, R.C.M. 1947; R.C.M. 1947, 72-126, 72-127, 72-231, 72-615.

69-14-304. Prohibition on tunnel charges. (1) It shall be unlawful for any person, association, or corporation operating, leasing, or owning a railroad in the state to accept, demand, or receive any tunnel charges or to accept, demand, or receive any extra mileage or any extra compensation for or on account of any tunnel through which said line of railroad may run. None of the provisions of this section shall apply to rates or charges for travel to or from points outside of the state.

(2) Any person, association, corporation, agent, or manager who shall violate any provision of this section shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not less than $200 or more than $1,000 for each offense.

History: (1)En. Sec. 1, p. 164, L. 1901; re-en. Sec. 4353, Rev. C. 1907; re-en. Sec. 6590, R.C.M. 1921; re-en. Sec. 6590, R.C.M. 1935; Sec. 72-635, R.C.M. 1947; (2)En. Sec. 2, p. 165, L. 1901; re-en. Sec. 4354, Rev. C. 1907; re-en. Sec. 6591, R.C.M. 1921; re-en. Sec. 6591, R.C.M. 1935; Sec. 72-636, R.C.M. 1947; R.C.M. 1947, 72-635, 72-636.

69-14-305. Notice of proposed rate schedule. Before finally fixing and deciding what the original maximum rates and classifications shall be, it shall be the duty of the commission to publish 10 days' notice in two daily papers, one of which is published in the city of Helena, setting forth in such notice that at a certain time and place they will proceed to fix and determine such maximum rates and classifications.

History: En. Sec. 14, Ch. 37, L. 1907; Sec. 4376, Rev. C. 1907; re-en. Sec. 3795, R.C.M. 1921; re-en. Sec. 3795, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-117(part).

69-14-306. Hearing on proposed rates. The commission shall at the time and place listed in the notice required by 69-14-305 and as soon as practicable afford to any person, firm, corporation, or common carrier who may desire it an opportunity to make an explanation or showing or to furnish information to said commission on the subject of determining and fixing such maximum rates and classifications.

History: En. Sec. 14, Ch. 37, L. 1907; Sec. 4376, Rev. C. 1907; re-en. Sec. 3795, R.C.M. 1921; re-en. Sec. 3795, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-117(part).

69-14-307. Effective date of classifications and rates. All classifications and rates fixed and established by the commission shall become effective 20 days after the railroad affected thereby shall have received certified copies thereof from said commission.

History: En. Sec. 14, Ch. 37, L. 1907; Sec. 4376, Rev. C. 1907; re-en. Sec. 3795, R.C.M. 1921; re-en. Sec. 3795, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-117(part).

69-14-308. Publication and posting of notice of rate schedule. (1) When any schedules shall have been made or revised, it shall be the duty of said commissioners to cause notice thereof to be published for 2 successive weeks in some newspaper published in the city of Helena. The notice shall state the date of taking effect of said schedule, and said schedule shall take effect at the time so stated in such notice.

(2) A printed notice of such schedule shall be conspicuously posted by such common carrier in each freight office and passenger depot upon its lines.

History: En. Sec. 14, Ch. 37, L. 1907; Sec. 4376, Rev. C. 1907; re-en. Sec. 3795, R.C.M. 1921; re-en. Sec. 3795, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-117(part).

69-14-309. Posting of rate schedule. Each railroad affected by the provisions of Chapter 37, Laws of 1907, shall display, in a conspicuous place in each of its stations in this state, a schedule printed in plain, legible, English type showing all classifications and rates fixed and established by the commission.

History: En. Sec. 14, Ch. 37, L. 1907; Sec. 4376, Rev. C. 1907; re-en. Sec. 3795, R.C.M. 1921; re-en. Sec. 3795, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-117(part).

69-14-310. Failure of railroad to comply. Any failure or refusal on the part of any railroad to comply with the provisions of 69-14-305 through 69-14-309 shall subject such railroad to a penalty of not less than $100 or more than $500 for each day that such failure or neglect is continued.

History: En. Sec. 14, Ch. 37, L. 1907; Sec. 4376, Rev. C. 1907; re-en. Sec. 3795, R.C.M. 1921; re-en. Sec. 3795, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-117(part).

69-14-311. Procedure to alter classifications, rates, and rules of service. (1) The commission shall have the power from time to time to change, alter, amend, or abolish any classification or rate established by it when deemed necessary, as hereinafter provided.

(2) No change or revision of any rate, charge, classification, or rule of service contained in any tariff, classification, or rule of a railroad shall be made by any railroad without first obtaining approval therefor from the commission. Such changes or revisions shall be made by either of the methods hereinafter set forth:

(a) The railroad shall file an application with the commission describing the nature and extent of the change, alteration, or cancellation of the rate, classification, or rule sought, and the commission shall thereafter give not less than 10 days' notice, in the manner determined by the commission as most likely to give notice to the persons to be affected, of the time and place of public hearing to be held on the application by the commission, at which time and place the public generally or any person, firm, or corporation shall have an opportunity to present such facts, information, or statistics as shall be pertinent to the hearing then being held.

(b) The railroad shall file with the commission the tariff sheet or sheets containing such changes or revisions, plainly stating the changes or revisions to be made. The public shall be provided with such notice of the proposed changes or revisions as the commission shall, by rule, require. The tariff sheet or sheets containing such changes or revisions shall be deemed approved and effective 30 days after the same are filed, unless the proposed revisions or changes are suspended or disallowed by the commission prior to the expiration of the 30-day period. The commission may, for good cause, allow any change or revision to become effective on less than 30 days after the filing thereof. Upon filing such changes or revisions, all tariff sheet or sheets when suspended by the commission must be supported by such prepared testimony and exhibits from the railroad as will support such changes or revisions. The prepared testimony and exhibits must be filed with the commission 30 days after the effective date of such suspension. Such testimony and exhibits may be supplemented prior to or at the time of hearing, and supplemental exhibits may be filed after the close of the hearing at the direction or with permission of the commission.

History: En. Sec. 15, Ch. 37, L. 1907; Sec. 4377, Rev. C. 1907; amd. Sec. 1, Ch. 176, L. 1921; re-en. Sec. 3796, R.C.M. 1921; re-en. Sec. 3796, R.C.M. 1935; amd. Sec. 1, Ch. 227, L. 1971; amd. Sec. 1, Ch. 429, L. 1973; R.C.M. 1947, 72-118(part).

69-14-312. Suspension of classification or rate change. (1) Upon its own initiative or upon the complaint of any interested party filed with the commission within 20 days after the date upon which a change or revision of any rate, fare, charge, or classification is filed with the board, the commission may suspend the operation of such rate, fare, charge, or classification for a period not to exceed 180 days; provided, however, that the order directing such suspension must be issued by the commission not less than 2 business days prior to the proposed effective date and that the rail carrier or carriers filing such rate, fare, charge, or classification shall be given prompt notice by the complaining party mailing a copy of the complaint concerning such proposed change or revision to the carrier or publishing agent. Such carrier or carriers also shall be given an opportunity to reply to any such complaint. If the proposed change or revision is in a tariff issued by a tariff publishing bureau for a rail carrier or carriers, notice to such bureau of any complaint will constitute notice to the participating carriers in such tariff.

(2) When the suspension of any proposed change or revision in a tariff is ordered by the commission, it shall also order a public hearing to consider the reasonableness of the proposed change or revision. Due notice shall be given for such hearing to all known interests or affected persons, and the same shall be allowed to appear and present evidence. After considering the evidence presented at such hearing, the commission shall issue an order approving, denying, or modifying the proposed change or revision; provided, however, that unless such hearing is held and such order is issued within 180 days from the date upon which the suspension was ordered, the proposed change or revision shall be deemed approved and effective as filed.

History: En. Sec. 15, Ch. 37, L. 1907; Sec. 4377, Rev. C. 1907; amd. Sec. 1, Ch. 176, L. 1921; re-en. Sec. 3796, R.C.M. 1921; re-en. Sec. 3796, R.C.M. 1935; amd. Sec. 1, Ch. 227, L. 1971; amd. Sec. 1, Ch. 429, L. 1973; R.C.M. 1947, 72-118(part).

69-14-313 through 69-14-320 reserved.

69-14-321. Complaints of unjust rate discrimination. (1) The commission may entertain and hear complaints made by any shipper to the effect that unjust discrimination is being made as against the state or any point therein in the way of rates for the transportation of freight or passengers from points without the state to points within the state and vice versa.

(2) In proper cases, where it appears that the United States interstate commerce commission law has been violated, the commission shall complain to the interstate commerce commission of the United States and aid such commission in any investigation it may make concerning violations of the United States law by furnishing evidence and in any other manner which may seem best suited to enforce both the United States and state law and to protect the interests of the people.

History: En. Sec. 13, Ch. 37, L. 1907; Sec. 4375, Rev. C. 1907; re-en. Sec. 3794, R.C.M. 1921; re-en. Sec. 3794, R.C.M. 1935; amd. Sec. 57, Ch. 359, L. 1977; R.C.M. 1947, 72-116(part).

69-14-322. Actions to recover excess charges. (1) Any sum or amount of money paid to any railroad by any person or shipper in excess of the rates, tolls, or charges fixed and established by the commission for such service may be recovered from such railroad by the person or shipper in any action instituted and maintained in the district court of the county in which such payment was made. No contract or agreement, written or otherwise, between such person or shipper and the railroad shall be admissible in evidence for the purpose of showing a waiver of the right given by this section. No voluntary payment by any person or shipper of any such excess or overcharge to any railroad shall be or be held to be a waiver on the part of such person or shippers of the right to sue and recover for such excess or overcharge as provided for in this section. If, upon the trial of such action, it shall satisfactorily appear to the court or jury that such overcharge was willfully made, the person or shipper bringing the action shall be awarded damages in treble the amount of such excess or overcharge, together with the costs and expenses of such action, including a reasonable attorney's fee, to be taxed and collected as other costs in the action.

(2) (a) Such action shall be brought within 3 years from the date of such payment.

(b) All actions at law by carriers subject to this section for recovery of their charges or any part thereof shall be begun within 3 years from the time the cause of action accrues and not after.

History: (1), (2)(a)En. Sec. 26, Ch. 37, L. 1907; Sec. 4389, Rev. C. 1907; re-en. Sec. 3808, R.C.M. 1921; amd. Sec. 1, Ch. 155, L. 1925; re-en. Sec. 3808, R.C.M. 1935; Sec. 72-130, R.C.M. 1947; (2)(b)En. Sec. 2, Ch. 155, L. 1925; re-en. Sec. 3808.1, R.C.M. 1935; Sec. 72-131, R.C.M. 1947; R.C.M. 1947, 72-130, 72-131.

Part 4

Review of Commission Action

69-14-401. Court review of commission actions. (1) Actions to review the determination of the commission fixing any classification, rate, toll, charge, regulation, or order or the refusal of said commission to make, fix, or establish any classification, rate, toll, charge, regulation, or order shall be commenced, in the district court of the county having jurisdiction thereof, by the filing of a complaint, duly verified as provided for the verification of pleadings in civil actions. Notice may be served upon the party defendant either by summons issued and served as provided for in this code in civil actions or the court may issue an order directed to the defendant requiring him to answer the complaint at such time as the court may deem reasonable; provided, however, that such time shall not be less than 5 days from the time of the service of such order. Upon the appearance of the defendant, he may deny or admit the facts set forth in said complaint, by answer, which shall be verified as the pleadings in other civil actions.

(2) If, upon the hearing, the court shall find that the rates fixed or the classifications made are unjust and unreasonable, it shall thereupon be the duty of said commission to make new rates or a reclassification, as the case may be. All orders or notices required under the provisions of this section may be issued by the court or by the judge thereof at chambers.

History: En. Sec. 21, Ch. 37, L. 1907; Sec. 4384, Rev. C. 1907; re-en. Sec. 3803, R.C.M. 1921; re-en. Sec. 3803, R.C.M. 1935; R.C.M. 1947, 72-125.

69-14-402. Lawsuit to determine reasonableness of commission actions. (1) Any railroad, shipper, or other interested person may bring an action in the district court of the county where the principal office or place of business of such railroad is situated, or in any county where any classification, rate, toll, charge, regulation, or order of the commission is applicable, against the commission as defendant to determine whether or not any such classification, rate, toll, charge, regulation, or order made, fixed, or established by the commission under the provisions of Chapter 37, Laws of 1907, is just and reasonable.

(2) Until the final decision in any such action, the classification, rate, toll, charge, regulation, or order of the commission affecting rates or charges shall be deemed to be final and conclusive except as herein otherwise provided. In any action, hearing, or proceeding in any court, the classifications, rates, tolls, charges, regulations, and orders made, fixed, and established by said commission shall prima facie be deemed to be just, reasonable, and proper.

(3) (a) All costs and expenses incurred in the hearing, trial, or appeal of any action brought under this section by a railroad shall be fixed and assessed as may seem just and equitable to the court.

(b) Costs shall be awarded in all actions brought under the provisions of this section by a shipper or other interested person as in other civil causes.

History: (1), (2), (3)(b)En. Sec. 28, Ch. 37, L. 1907; Sec. 4391, Rev. C. 1907; re-en. Sec. 3810, R.C.M. 1921; re-en. Sec. 3810, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; Sec. 72-133, R.C.M. 1947; (3)(a)En. Sec. 27, Ch. 37, L. 1907; Sec. 4390, Rev. C. 1907; re-en. Sec. 3809, R.C.M. 1921; re-en. Sec. 3809, R.C.M. 1935; Sec. 72-132, R.C.M. 1947; R.C.M. 1947, 72-132, 72-133.

69-14-403. Action to determine reasonableness of commission rule or order. (1) Any railroad may bring an action in the district court of the county where the principal office or place of business is situated, or in any county where any such rule or order of the commission is applicable, against the commission as defendant to determine whether or not any such rule or order made, fixed, or established by the commission under provisions of Chapter 136, Laws of 1909, is just and reasonable.

(2) Until the final decision in any such action, the rule or order of the commission affecting any railroad shall be deemed to be final and conclusive. In any action, hearing, or proceeding in any court, the rules and orders made, fixed, and established by said commission shall prima facie be deemed to be just, reasonable, and proper.

(3) All costs and expenses incurred in the hearing, trial, or appeal of any action brought under this section shall be fixed and assessed as may seem just and equitable to the court.

History: En. Sec. 7, Ch. 136, L. 1909; re-en. Sec. 3832, R.C.M. 1921; re-en. Sec. 3832, R.C.M. 1935; R.C.M. 1947, 72-155.

Part 5

Railroad Corporations

69-14-501. Organization of railroad corporation. (1) The persons named in the articles of incorporation or a majority of them shall be authorized to order books to be opened for receiving subscriptions to the capital stock of the railroad corporation, at such times and at such places as they may deem expedient, after having given at least 30 days' notice in a newspaper of general circulation in this state of the time and place of opening books.

(2) As soon as 5% on the capital stock shall be subscribed, they may give like notice for the stockholders to meet at such time and place within the state as they may designate for the purpose of electing five or more directors who shall continue in office until the time fixed for the annual election, which time shall be within 6 months from the date when such directors were elected and until their successors are elected and qualified. At the time and place appointed, directors shall be elected in the manner provided in [15-405]. The persons named in such articles or such of them as may be present shall be inspectors of such election and shall certify what persons are elected directors and appoint the time and place for holding their first meeting.

History: En. Sec. 7, p. 95, Ex. L. 1873; re-en. Sec. 305, 5th Div. Rev. Stat. 1879; re-en. Sec. 683, 5th Div. Comp. Stat. 1887; amd. Sec. 893, Civ. C. 1895; re-en. Sec. 4274, Rev. C. 1907; re-en. Sec. 6506, R.C.M. 1921; re-en. Sec. 6506, R.C.M. 1935; R.C.M. 1947, 72-204(part).

69-14-502. Organization of board of directors. (1) A majority of said directors shall form a board and be competent to fill vacancies therein, make bylaws, and transact all business of the corporation. The directors elected at any election shall, so soon thereafter as may be convenient, choose one of their number to be president and shall appoint a secretary and a treasurer of the corporation. The directors, before entering upon their duties, shall each take an oath or affirmation faithfully to discharge his duties. They may from time to time make such dividends of the actual net profits of said corporation as they may think proper and shall hold their offices until their successors are elected and qualified.

(2) A new election shall be annually held for directors, at such time and place as the stockholders at their first meeting shall determine or as the bylaws of the corporation may require.

History: En. Sec. 7, p. 95, Ex. L. 1873; re-en. Sec. 305, 5th Div. Rev. Stat. 1879; re-en. Sec. 683, 5th Div. Comp. Stat. 1887; amd. Sec. 893, Civ. C. 1895; re-en. Sec. 4274, Rev. C. 1907; re-en. Sec. 6506, R.C.M. 1921; re-en. Sec. 6506, R.C.M. 1935; R.C.M. 1947, 72-204(part).

69-14-503. Capital stock of railroad corporations. The capital stock of such corporation shall consist of such sum as may be named in the articles of incorporation, in shares of $100 each. Such shares shall be regarded as personal property.

History: En. Sec. 5, p. 93, Ex. L. 1873; re-en. Sec. 303, 5th Div. Rev. Stat. 1879; re-en. Sec. 681, 5th Div. Comp. Stat. 1887; amd. Sec. 891, Civ. C. 1895; re-en. Sec. 4272, Rev. C. 1907; re-en. Sec. 6504, R.C.M. 1921; re-en. Sec. 6504, R.C.M. 1935; R.C.M. 1947, 72-202(part).

69-14-504. Payment for stock in installments. An installment of 10% on each share of stock shall be paid at the time of making the subscription, and the residue thereof shall be paid in installments not exceeding 25% on the capital stock. These installments shall not be called for more frequently than once in 3 months and shall be payable at the principal office of the corporation to such persons as may be required by the directors.

History: En. Sec. 5, p. 93, Ex. L. 1873; re-en. Sec. 303, 5th Div. Rev. Stat. 1879; re-en. Sec. 681, 5th Div. Comp. Stat. 1887; amd. Sec. 891, Civ. C. 1895; re-en. Sec. 4272, Rev. C. 1907; re-en. Sec. 6504, R.C.M. 1921; re-en. Sec. 6504, R.C.M. 1935; R.C.M. 1947, 72-202(part).

69-14-505. Procedure in case of delinquency in payment of installments. (1) If any installment of stock shall remain unpaid for 60 days after the time specified for payment thereof, whether such stock is held by the original subscriber or his assignee, trustee, or successor in interest, the directors may sell the stock so unpaid at public auction for the installment then due thereon, first giving 30 days' public notice of the time and place of sale in some newspaper of general circulation in this state and by written notice sent by mail within 5 days after default made to each stockholder who is in default and whose name appears upon the books of the corporation, directed to him at his place of residence or if that is not known to the secretary, then to his address as last reported by the secretary of the corporation. Where any stock shall have belonged to a person deceased, the claim for installments shall not be liable to sale hereunder until a failure by the personal representative of the deceased owner to pay the installments due in regular course of administration.

(2) If any residue of money shall remain after paying the amount due on said stock, the same shall, on demand, be paid over to the owner.

(3) After the first election of directors, no person save the personal representatives of deceased persons, as aforesaid, shall vote on any share on which any installment is in default by reason of the nonpayment thereof, after the expiration of the 30 days' notice of sale hereinbefore provided for.

History: (1), (2)En. Sec. 6, p. 94, Ex. L. 1873; re-en. Sec. 304, 5th Div. Rev. Stat. 1879; re-en. Sec. 682, 5th Div. Comp. Stat. 1887; amd. Sec. 892, Civ. C. 1895;

re-en. Sec. 4273, Rev. C. 1907; re-en. Sec. 6505, R.C.M. 1921; re-en. Sec. 6505, R.C.M. 1935; Sec. 72-203, R.C.M. 1947; (3)En. Sec. 7, p. 95, Ex. L. 1873; re-en. Sec. 305, 5th Div. Rev. Stat. 1879; re-en. Sec. 683, 5th Div. Comp. Stat. 1887; amd. Sec. 893, Civ. C. 1895; re-en. Sec. 4274, Rev. C. 1907; re-en. Sec. 6506, R.C.M. 1921; re-en. Sec. 6506, R.C.M. 1935; Sec. 72-204, R.C.M. 1947; R.C.M. 1947, 72-203, 72-204(part).

69-14-506. Increase of capital stock. If the amount of the capital stock shall be found insufficient to enable any such corporation to construct its road, it shall be competent for the directors, upon a vote of the stockholders, to increase the stock to such sum as shall cover the expenses of the construction of its road.

History: En. Sec. 21, p. 104, Ex. L. 1873; re-en. Sec. 319, 5th Div. Rev. Stat. 1879; re-en. Sec. 698, 5th Div. Comp. Stat. 1887; re-en. Sec. 906, Civ. C. 1895; re-en. Sec. 4287, Rev. C. 1907; re-en. Sec. 6519, R.C.M. 1921; re-en. Sec. 6519, R.C.M. 1935; R.C.M. 1947, 72-217.

69-14-507. Authorization to issue securities. Any railroad corporation whose line is wholly or partly within this state, whether chartered by or organized under the law of the state or territory of Montana, the United States, or any other state or territory:

(1) shall have authority and power to make, issue, negotiate, and deliver its bonds, securities, or obligations to such amount, not exceeding its authorized capital stock, bearing such rate of interest, and payable at such time or times as its board of directors shall determine;

(2) may negotiate, sell, pledge, or otherwise dispose of the same at such price, on such terms, and in such manner as its board of directors may authorize or determine; and

(3) to secure the payment of all or any of such bonds, securities, or obligations and the interest thereon, may make, execute, and deliver such mortgages or deeds of trust upon all or any part of its property, income, and franchises as the board of directors may determine or direct.

History: En. Sec. 706, 5th Div. Comp. Stat. 1887; re-en. Sec. 913, Civ. C. 1895; re-en. Sec. 4294, Rev. C. 1907; re-en. Sec. 6526, R.C.M. 1921; re-en. Sec. 6526, R.C.M. 1935; amd. Sec. 11-149, Ch. 264, L. 1963; R.C.M. 1947, 72-224.

69-14-508. Amendment of certificate of incorporation. Any corporation formed under the provisions of this part may, by a majority vote of its board of directors and by the assent of its stockholders, representing at least two-thirds of the subscribed capital stock of such corporation, expressed in writing or at a general or special meeting of stockholders, amend its certificate of incorporation in any one or more of the following particulars:

(1) by more particularly describing the general route of its road or any part thereof;

(2) by correcting or supplying any defect, mistake, or insufficiency in the description thereof contained in said certificate; or

(3) by describing any change or changes in its route or any additions or extensions to or of its line of road or by adding thereto or extending the same to points or termini other than those mentioned in the original certificate of incorporation.

History: En. Sec. 1, p. 147, L. 1893; re-en. Sec. 920, Civ. C. 1895; re-en. Sec. 4296, Rev. C. 1907; re-en. Sec. 6528, R.C.M. 1921; re-en. Sec. 6528, R.C.M. 1935; R.C.M. 1947, 72-226.

69-14-509. Record of amendment. A copy of such amendment or of the original certificate of incorporation, as amended, and a copy of the resolution of the board of directors adopting the same, certified by the president and secretary of the company, under the corporate seal, to be correct and to have been adopted by a majority vote of the directors of the company and to have been assented to in writing or by vote of stockholders representing at least two-thirds of the subscribed capital stock of the company, shall be filed with and recorded by the secretary of state. A like copy, certified as aforesaid, shall be filed with and recorded by the county clerk and recorder of the county in which the principal place of business of the company is or shall be situated. From the time of such filing, said original certificate of incorporation shall be deemed to be amended accordingly, and said corporation shall have the same rights and powers and it and the stockholders thereof shall be subject to the same liabilities as if such amendment had been embraced in the original articles or certificate of incorporation.

History: En. Sec. 2, p. 147, L. 1893; re-en. Sec. 921, Civ. C. 1895; re-en. Sec. 4297, Rev. C. 1907; re-en. Sec. 6529, R.C.M. 1921; re-en. Sec. 6529, R.C.M. 1935; R.C.M. 1947, 72-227.

69-14-510. Additional amendments permitted. Said certificate and amended certificate may be amended in like manner whenever deemed expedient or necessary by the board of directors and stockholders of the company.

History: En. Sec. 3, p. 147, L. 1893; re-en. Sec. 922, Civ. C. 1895; re-en. Sec. 4298, Rev. C. 1907; re-en. Sec. 6530, R.C.M. 1921; re-en. Sec. 6530, R.C.M. 1935; R.C.M. 1947, 72-228.

69-14-511. Authorization to consolidate railroad corporations. Any two or more railroad corporations whose respective lines, not being parallel or competing lines, are wholly or partly within this state, whether chartered by or organized under the laws of the state or territory of Montana or of the United States or of any other state or territory, when their respective lines of road or any branch thereof so connect within this state that they may operate together as one property, may consolidate their capital stock, franchises, and property and thereby become one corporation by any name adopted by them, which may be that of one of them, upon such terms and conditions as may be agreed upon by them, in the manner provided in 69-14-512.

History: En. Sec. 703, 5th Div. Comp. Stat. 1887; re-en. Sec. 911, Civ. C. 1895; re-en. Sec. 4292, Rev. C. 1907; re-en. Sec. 6524, R.C.M. 1921; Cal. Civ. C. Sec. 473; re-en. Sec. 6524, R.C.M. 1935; R.C.M. 1947, 72-222(part).

69-14-512. Procedure to consolidate. (1) Articles of agreement shall be entered into by and between such corporations under their respective corporate seals and the signatures of their respective presidents and secretaries, containing the terms and conditions of such consolidation and the mode of carrying the same into effect, including:

(a) the name of the corporation resulting from such consolidation;

(b) the amount of its capital stock and the number and amount of shares thereof;

(c) the manner of retiring the shares of the capital stock of the corporations so consolidated or of converting the same into or exchanging it for the capital stock of such resultant corporation;

(d) the number which shall constitute the board of directors of such corporation and what officers it shall have;

(e) the persons who shall constitute the first board of directors and officers thereof, their term of office, and the manner in which their successors shall be elected, which shall be according to the provisions of [15-405]; and

(f) such other matters as may be deemed necessary to perfect such consolidation and as may be agreed upon.

(2) Such articles of agreement shall, before the same shall be effectual, be assented to, approved, or ratified by the stockholders of the respective corporations so consolidated at a regular meeting of such stockholders or a special meeting thereof, duly called and held, by resolution adopted by a vote in favor thereof, in person or by proxy, of the holders of at least three-fifths in amount of the outstanding capital stock of such corporations, respectively.

(3) A duplicate of such articles of agreement, together with a copy of the resolutions so adopted by the stockholders of such corporations assenting to, approving, or ratifying the same, certified under the corporate seal and the signature of the secretary and verified by a sworn statement of the president and secretary of the corporation stating that such resolution was duly adopted by the vote in favor thereof of the holders of three-fifths in amount of the outstanding capital stock of the corporation at a meeting of the stockholders thereof, duly held, shall be recorded in the office of the secretary of state. It shall be the duty of the secretary to record the same upon presentation for that purpose. Upon the filing thereof for record, as aforesaid, the corporation formed by such consolidation shall be a corporation by the corporate name mentioned in such articles of agreement and as such shall be perpetual and shall succeed to and have, own, possess, exercise, and enjoy all the powers, rights, franchises, privileges, immunities, and property of every name and nature possessed by the corporations so consolidated or to which they were entitled at the time of such consolidation and shall be entitled to have, own, hold, exercise, possess, and enjoy all the powers, rights, franchises, privileges, and immunities which may at any time appertain to railroad corporations under the general laws of this state.

History: En. Sec. 703, 5th Div. Comp. Stat. 1887; re-en. Sec. 911, Civ. C. 1895; re-en. Sec. 4292, Rev. C. 1907; re-en. Sec. 6524, R.C.M. 1921; Cal. Civ. C. Sec. 473; re-en. Sec. 6524, R.C.M. 1935; R.C.M. 1947, 72-222(part).

69-14-513. Lease or purchase of other railroads. (1) Any railroad corporation whose line is wholly or partly within this state or reaches the boundary line thereof, whether chartered by or organized under the laws of the state or territory of Montana, the United States, or any other state or territory, may lease or purchase the whole or any part of the railroad or line of railroad of any railroad corporation, constructed or unconstructed, together with all the rights, powers, immunities, privileges, franchises, and all other property or appurtenances thereto; provided, the railroad or line of railroad so leased or purchased is continuous of or connected with its own line and not a parallel or competing line. Any such railroad corporation, whether chartered by or organized under the laws of the state or territory of Montana, the United States, or any other state or territory, may take, purchase, hold, sell, and dispose of or guarantee the payment of the capital stock, bonds, and securities of any other railroad corporation whose line of railroad within this state is continuous of or connects with its own line.

(2) Before any such lease or purchase shall be effectual, it shall be assented to or approved or ratified by the stockholders of each corporation by a vote in favor thereof, at a general or special meeting of such stockholders, by the holders of three-fifths in amount of all the outstanding capital stock of the company.

History: En. Sec. 704, 5th Div. Comp. Stat. 1887; re-en. Sec. 912, Civ. C. 1895; re-en. Sec. 4923, Rev. C. 1907; re-en. Sec. 6525, R.C.M. 1921; Cal. Civ. C. Sec. 473a; re-en. Sec. 6525, R.C.M. 1935; R.C.M. 1947, 72-223(part).

69-14-514. Interrailroad agreements and business arrangements. (1) Any railroad company now or hereafter incorporated pursuant to the laws of this state, the United States, or any state or territory of the United States, may at any time, by means of subscription to the capital stock of any other railroad company or by the purchase of its stock or bonds or by guaranteeing its bonds or otherwise, aid such company in the construction of its railroad within or without this state.

(2) Any company owning or operating a railroad within this state may:

(a) extend the same into any other state or territory;

(b) build, buy, lease, or consolidate with any railroad or railroads in such other state or territory or with any other railroad in this state;

(c) operate the same; and

(d) own such real estate and other property in such other state or territory as may be necessary or convenient in the operation of such road.

(3) Any railroad company may sell or lease the whole or any part of its railroad or branches within this state, constructed or to be constructed, together with all property and rights, privileges, and franchises pertaining thereto, to any railroad company organized or existing pursuant to the laws of the United States, this state, or any other state or territory of the United States.

(4) Any railroad company incorporated or existing under the laws of the United States or any state or territory of the United States may extend, construct, maintain, and operate its railroad or any portion or branch thereof into and through this state and may build branches from any point or such extension to any place or places within this state. The railroad company of any other state or territory of the United States which shall so purchase or lease a railroad or any part thereof in this state or shall extend or construct its road or any portion or branch thereof in this state shall possess and may exercise and enjoy, as to the control, management, and operation of the road and as to the location, construction, and operation of any extension or branch thereof, all the rights, powers, privileges, and franchises possessed by railroad corporations organized under the laws of this state, including the exercise of the power of eminent domain.

(5) Such purchase, sale, consolidation with, or lease may be made or such aid furnished upon such terms or conditions as may be agreed upon by the directors or trustees of the respective companies, but the same shall be approved or ratified by persons holding or representing a majority in amount of the capital stock of each of such companies, respectively, at any annual stockholders' meeting or at a special meeting of the stockholders called for that purpose or by approval in writing of a majority in interest of the stockholders of each company respectively.

(6) Nothing in the foregoing provisions shall be held or construed as curtailing the right of this state or the counties through which any such road or roads may be located to levy and collect taxes upon the same and upon the rolling stock thereof, in conformity with the provisions of the laws of this state upon that subject. All roads or branches thereof in this state so consolidated with, purchased, leased, aided, or extended into the state shall be subject to taxation and to regulation and control by the laws of this state, in all respects the same as if constructed by corporations organized under the laws of this state. Any corporation of another state or territory or of the United States, being the purchaser or lessee of a railroad within this state or extending its railroad or any portion thereof into or through this state, shall establish and maintain an office or offices in this state at some point or points on its line at which legal process and notice may be served, as upon railroad corporations of this state. Before any railroad corporation organized under the laws of any other state or territory or of the United States shall be permitted to avail itself of the benefits of this section, such corporation shall file with the secretary of state a true copy of its charter or articles of incorporation.

History: En. Sec. 1, p. 157, L. 1893; re-en. Sec. 923, Civ. C. 1895; re-en. Sec. 4299, Rev. C. 1907; re-en. Sec. 6531, R.C.M. 1921; re-en. Sec. 6531, R.C.M. 1935; R.C.M. 1947, 72-229.

69-14-515. Acceptance of federal laws by railroad. Any such corporations may accept the provisions of any act of congress providing for the creation of bodies corporate for the purposes of this part, but such acceptance shall not impair or affect the legal or equitable rights of any creditor as they exist at the time of such acceptance.

History: En. Sec. 22, p. 104, Ex. L. 1873; re-en. Sec. 320, 5th Div. Rev. Stat. 1879; re-en. Sec. 699, 5th Div. Comp. Stat. 1887; re-en. Sec. 907, Civ. C. 1895; re-en. Sec. 4288, Rev. C. 1907; re-en. Sec. 6520, R.C.M. 1921; re-en. Sec. 6520, R.C.M. 1935; R.C.M. 1947, 72-218.

69-14-516 through 69-14-530 reserved.

69-14-531. Authorization to operate railroad. Any railroad corporation shall be authorized to locate, construct, maintain, and operate a railroad with a single or double track, with such sidetracks, turnouts, machine shops, offices, and depots as may be necessary, between any points it may select within the places named in the articles of incorporation as termini of such road. It may construct branches to any point in this state and connect its road with that belonging to any other person or corporation and may consolidate with any road not a parallel or competing line.

History: En. Sec. 4, p. 93, Ex. L. 1873; re-en. Sec. 302, 5th Div. Rev. Stat. 1879; re-en. Sec. 680, 5th Div. Comp. Stat. 1887; amd. Sec. 890, Civ. C. 1895; re-en. Sec. 4271, Rev. C. 1907; re-en. Sec. 6503, R.C.M. 1921; Cal. Civ. C. Secs. 454-496; re-en. Sec. 6503, R.C.M. 1935; R.C.M. 1947, 72-201.

69-14-532. Authority to plan, lay out, and construct rail lines. Every railroad corporation has power to:

(1) cause such examination and surveys to be made as may be necessary to the selection of the most advantageous route for the railroad;

(2) lay out its road, not exceeding in width 100 feet on each side of its center line, unless a greater width be required for the purpose of excavation or embankment, and construct and maintain the same, with a single or double track and with such appendages and adjuncts as may be necessary for the convenient use of the same;

(3) construct their road across, along, or upon any stream of water, watercourse, roadstead, bay, navigable stream, street, avenue, or highway or across any railway, canal, ditch, or flume which the route of its road intersects, crosses, or runs along, in such manner as to afford security for life and property; but the corporation shall restore the stream or watercourse, road, street, avenue, highway, railroad, canal, ditch, or flume thus intersected to its former state of usefulness, as near as may be, or so that the railroad shall not unnecessarily impair its usefulness or injure its franchise;

(4) erect and maintain all necessary and convenient buildings, stations, depots, fixtures, and machinery for the accommodation and use of their passengers, freight, and business;

(5) change the line of its road, in whole or in part, whenever a majority of the directors so determine, as is provided in 69-14-534; but no such change must vary the general route of such road, as contemplated in its articles of incorporation.

History: En. Sec. 894, Civ. C. 1895; re-en. Sec. 4275, Rev. C. 1907; re-en. Sec. 6507, R.C.M. 1921; Cal. Civ. C. Sec. 465; re-en. Sec. 6507, R.C.M. 1935; R.C.M. 1947, 72-205(part).

69-14-533. Authority to enter land for survey purposes. For the purposes of 69-14-532(1), the officers, agents, and employees of a railroad corporation may enter upon the lands or waters of any person, subject to liability for all damages which they do thereto.

History: En. Sec. 894, Civ. C. 1895; re-en. Sec. 4275, Rev. C. 1907; re-en. Sec. 6507, R.C.M. 1921; Cal. Civ. C. Sec. 465; re-en. Sec. 6507, R.C.M. 1935; R.C.M. 1947, 72-205(part).

69-14-534. Change of location or grade. Whenever any corporation organized under this part shall find it necessary, for the purpose of avoiding annoyance to public travel, dangerous or difficult curves or grades, or unsafe or unsubstantial grounds or foundations or for other reasonable causes, to change the location or grade of any portion of its road, such railroad corporation is hereby authorized to make such changes, not departing from the general route prescribed in the articles of incorporation.

History: En. Sec. 13, p. 102, Ex. L. 1873; re-en. Sec. 311, 5th Div. Rev. Stat. 1879; re-en. Sec. 690, 5th Div. Comp. Stat. 1887; re-en. Sec. 898, Civ. C. 1895; re-en. Sec. 4279, Rev. C. 1907; re-en. Sec. 6512, R.C.M. 1921; re-en. Sec. 6512, R.C.M. 1935; R.C.M. 1947, 72-210.

69-14-535. Crossing of roads and streams. It shall be lawful for such corporation, whenever it may be necessary in the construction of its road to cross any road or stream of water, to divert the same from its present location or bed, but such corporation shall, without unnecessary delay, place such road or stream in such condition as not to impair its former usefulness.

History: En. Sec. 16, p. 103, Ex. L. 1873; re-en. Sec. 314, 5th Div. Rev. Stat. 1879; re-en. Sec. 693, 5th Div. Comp. Stat. 1887; re-en. Sec. 901, Civ. C. 1895; re-en. Sec. 4282, Rev. C. 1907; re-en. Sec. 6515, R.C.M. 1921; re-en. Sec. 6515, R.C.M. 1935; R.C.M. 1947, 72-213.

69-14-536. Extension of rail lines into Montana. Any railroad corporation chartered by or organized under the laws of the United States or of any state or territory whose line of railroad shall reach or intersect the boundary line of this state at any point may extend its railroad into this state from any such point or points to any place or places within the state and may build branches from any point on such extension or continuation of any such extension or branch. Before making such extension into the state or building any such branch road or any such continuation, such corporation shall, by resolution of its board of directors, to be entered in the records of its proceedings, designate the general route of such proposed extension, branch, or continuation, in the manner provided in [15-108 and 15-109], and file a copy of such record, certified by the president and secretary, in the office of the secretary of state, who shall record the same when presented for record. Thereupon such corporations shall have all the rights, powers, privileges, immunities, and franchises to make, maintain, and operate such extension and build, maintain, and operate such branch or continuation which it would have had if it had been incorporated for such purposes under the general laws of the state or territory of Montana.

History: En. Sec. 702, 5th Div. Comp. Stat. 1887; re-en. Sec. 910, Civ. C. 1895; re-en. Sec. 4291, Rev. C. 1907; re-en. Sec. 6523, R.C.M. 1921; re-en. Sec. 6523, R.C.M. 1935; R.C.M. 1947, 72-221.

69-14-537. Annual work and completion of road. (1) Organization under this part shall not be deemed to confer any right to any portion of its line as designated in its articles of incorporation on which a preliminary survey and location shall not have been made.

(2) Every railroad corporation shall be required to complete 15 miles upon each of its lines, branches, or extensions each year subsequent to the filing of articles of incorporation. Each railroad corporation shall complete the whole line of its road within 7 years from the date of filing articles of incorporation.

(3) If such corporation shall fail to comply with the requirements of this section, it shall forfeit its charter and all the rights and privileges conferred by said articles as to any incompleted portion of its line of road. Upon the written application of any county attorney of a county through which the line of said road would

pass, made to the district court, setting forth the alleged cause of such forfeiture, it shall be the duty of such court, after notice to the corporation, to examine the cause and if, in the court's judgment, sufficient cause exists for such forfeiture, to declare and enforce the forfeiture.

History: En. Sec. 12, p. 101, Ex. L. 1873; re-en. Sec. 310, 5th Div. Rev. Stat. 1879; amd. Sec. 1, p. 37, L. 1883; re-en. Sec. 688, 5th Div. Comp. Stat. 1887; amd. Sec. 896, Civ. C. 1895; re-en. Sec. 4277, Rev. C. 1907; re-en. Sec. 6510, R.C.M. 1921; re-en. Sec. 6510, R.C.M. 1935; R.C.M. 1947, 72-208.

69-14-538. Railroads on Indian and military reservations. Any railroad corporation organized under the laws of this state for the purpose of building railroads which extend upon Indian or military reservations within this state shall not forfeit its charter or any rights or privileges by reason of its failure to build and complete any portion of its road upon such reservations until a grant of a right-of-way therefor has been obtained from the United States or any parties authorized in that behalf, and thereafter the provisions of this part shall be applicable to said corporations.

History: En. Sec. 689, 5th Div. Comp. Stat. 1887; re-en. Sec. 897, Civ. C. 1895; re-en. Sec. 4278, Rev. C. 1907; re-en. Sec. 6511, R.C.M. 1921; re-en. Sec. 6511, R.C.M. 1935; R.C.M. 1947, 72-209.

69-14-539. Connections between lines of different railroads. Every railroad corporation has power to cross, intersect, join, or unite its railroad with any other railroad, either before or after construction, at any point upon its route and upon the grounds of such other railroad corporation, with the necessary turnouts, sidings, and switches and other conveniences in furtherance of the objects of its connections. Every corporation whose railroad is or shall be hereafter intersected by any new railroad shall unite with the owners of such new railroad in forming such intersections and connections and grant facilities therefor. If the two corporations cannot agree upon the amount of compensation to be made therefor or the points or the manner of such crossings, intersections, and connections, the same shall be ascertained and determined as is provided in Title 70, chapter 30.

History: En. Sec. 894, Civ. C. 1895; re-en. Sec. 4275, Rev. C. 1907; re-en. Sec. 6507, R.C.M. 1921; Cal. Civ. C. Sec. 465; re-en. Sec. 6507, R.C.M. 1935; R.C.M. 1947, 72-205(part).

69-14-540 through 69-14-550 reserved.

69-14-551. Establishment of principal office. Every such corporation shall, as soon as convenient after its organization, establish a principal office at some point on the line of its road and may change the same at pleasure, giving public notice in one or more newspapers in the state having the largest circulation and giving notice to the secretary of state of such establishment or change.

History: En. Sec. 17, p. 103, Ex. L. 1873; re-en. Sec. 315, 5th Div. Rev. Stat. 1879; re-en. Sec. 694, 5th Div. Comp. Stat. 1887; re-en. Sec. 902, Civ. C. 1895; re-en. Sec. 4283, Rev. C. 1907; re-en. Sec. 6516, R.C.M. 1921; re-en. Sec. 6516, R.C.M. 1935; R.C.M. 1947, 72-214.

69-14-552. Authority to hold and transfer property. Every railroad corporation has power to:

(1) receive, hold, take, and convey, by deed or otherwise, as a natural person, such voluntary grants and donations of real estate and other property which may be made to it to aid and encourage the construction, maintenance, and accommodation of such railroad;

(2) purchase or by voluntary grants or donations receive, enter, take possession of, hold, and use all such real estate and other property as may be absolutely necessary for the construction and maintenance of such railroad and for all stations, depots, and other purposes necessary to successfully work and conduct the business of the road;

(3) purchase lands, timber, stone, gravel, or other materials to be used in the construction and maintenance of its road and all necessary appendages and adjuncts or acquire them in the manner provided in Title 70, chapter 30, for the condemnation of lands.

History: En. Sec. 894, Civ. C. 1895; re-en. Sec. 4275, Rev. C. 1907; re-en. Sec. 6507, R.C.M. 1921; Cal. Civ. C. Sec. 465; re-en. Sec. 6507, R.C.M. 1935; R.C.M. 1947, 72-205(part).

69-14-553. Acquisition and transfer of real estate. Any such corporation may acquire by purchase or gift any lands in the vicinity of its road or through which the same may pass, so far as may be convenient or necessary to secure the right-of-way or such as may be granted to aid in the construction of such road and convey the same in such manner as the directors may prescribe. All deeds and conveyances made by such corporation shall be signed by the president, under the seal of the corporation.

History: En. Sec. 15, p. 102, Ex. L. 1873; re-en. Sec. 313, 5th Div. Rev. Stat. 1879; re-en. Sec. 692, 5th Div. Comp. Stat. 1887; re-en. Sec. 900, Civ. C. 1895; re-en. Sec. 4281, Rev. C. 1907; re-en. Sec. 6514, R.C.M. 1921; re-en. Sec. 6514, R.C.M. 1935; R.C.M. 1947, 72-212.

69-14-554. Right-of-way through canyons. (1) Any such corporation whose right-of-way or whose track upon such right-of-way extends through any canyon, pass, or defile shall not exclude any other such corporation from a passage through the same upon equitable terms. In case of disagreement, upon application of either of the parties, with notice to the other, the same shall be adjusted by a court of competent jurisdiction. If it shall become necessary for any other railroad company passing through the state to cross or pass any other railroad track or defile already constructed or surveyed, the same may be so done without any compensation therefor, except the actual damage done by so doing. When two or more companies desire to pass through the same canyon, pass, or defile, neither shall exclude the other from passing through the same and neither shall have any compensation therefor, except the actual damage done by so doing. Should it be necessary that the said companies should use the same track or bed in passing through such canyon, pass, or defile, the same may be done without any compensation therefor from one to the other, except the actual damage by so doing.

(2) If the passage of any such railroad through the canyon, pass, or defile causes the disuse or change of location of any public wagon road that may traverse the same, damages shall be awarded therefor, as provided by law.

History: En. Sec. 11, p. 100, Ex. L. 1873; re-en. Sec. 309, 5th Div. Rev. Stat. 1879; re-en. Sec. 687, 5th Div. Comp. Stat. 1887; re-en. Sec. 895, Civ. C. 1895; re-en. Sec. 4276, Rev. C. 1907; re-en. Sec. 6509, R.C.M. 1921; re-en. Sec. 6509, R.C.M. 1935; R.C.M. 1947, 72-207.

69-14-555. Judgment liens against railroad property. A judgment against any railroad corporation for any injury to person or property or for material furnished or work or labor done upon any of the property of such corporation shall be a lien within the county where recovered on the property of such corporation, and such lien shall be prior and superior to the lien of any mortgage or trust deed provided for in this part.

History: En. Sec. 707, 5th Div. Comp. Stat. 1887; re-en. Sec. 914, Civ. C. 1895; re-en. Sec. 4295, Rev. C. 1907; re-en. Sec. 6527, R.C.M. 1921; re-en. Sec. 6527, R.C.M. 1935; R.C.M. 1947, 72-225.

69-14-556. Authorization to borrow money and secure payment. Any corporation organized under this part:

(1) shall have power to borrow money on the credit of the corporation to an amount not exceeding its authorized capital stock, at a rate of interest to be agreed upon by the respective parties; and

(2) may execute bonds therefor in sum of not less than $100 and secure the payment thereof by mortgage or pledge of the property and income of such corporation.

History: En. Sec. 14, p. 102, Ex. L. 1873; re-en. Sec. 312, 5th Div. Rev. Stat. 1879; re-en. Sec. 691, 5th Div. Comp. Stat. 1887; re-en. Sec. 899, Civ. C. 1895; re-en. Sec. 4280, Rev. C. 1907; re-en. Sec. 6513, R.C.M. 1921; re-en. Sec. 6513, R.C.M. 1935; amd. Sec. 11-148, Ch. 264, L. 1963; R.C.M. 1947, 72-211.

69-14-557. State not liable for obligations of railroad. Nothing in this part shall be construed to make the state or any municipality therein liable for any debts or obligations of any character which may be contracted by such corporations.

History: En. Sec. 19, p. 104, Ex. L. 1873; re-en. Sec. 317, 5th Div. Rev. Stat. 1879; re-en. Sec. 696, 5th Div. Comp. Stat. 1887; re-en. Sec. 904, Civ. C. 1895; re-en. Sec. 4285, Rev. C. 1907; re-en. Sec. 6518, R.C.M. 1921; re-en. Sec. 6518, R.C.M. 1935; R.C.M. 1947, 72-216.

69-14-558. Transportation of passengers and property. Every railroad corporation has power to:

(1) carry persons and property on their railroad and receive tolls or compensation therefor;

(2) regulate the time and manner in which passengers and property shall be transported and the tolls and compensation to be paid therefor within the limits prescribed by law and subject to alteration, change, or amendment by the legislature at any time.

History: En. Sec. 894, Civ. C. 1895; re-en. Sec. 4275, Rev. C. 1907; re-en. Sec. 6507, R.C.M. 1921; Cal. Civ. C. Sec. 465; re-en. Sec. 6507, R.C.M. 1935; R.C.M. 1947, 72-205(part).

69-14-559. Maintenance of hotels in parks and along lines. Any railway company or corporation, organizing under the laws of the United States, the state of Montana, or of any other state or territory and owning or operating a line of railway in the state of Montana, may, in connection with its railway business, construct, acquire, own, operate, and maintain, in or on public or national parks traversed, touched, or reached by its line of railway in the state of Montana and at convenient points along its line, hotels, inns, and restaurants for the accommodation of the employees and patrons of said railway company or corporation, either in its own name or in the name of another corporation, provided that the stock of such other corporation is owned or controlled by said railway company or corporation.

History: En. Sec. 1, Ch. 82, L. 1915; re-en. Sec. 6508, R.C.M. 1921; re-en. Sec. 6508, R.C.M. 1935; R.C.M. 1947, 72-206.

69-14-560. Regulation of rates of railroad corporations. Any railroad corporation within this state shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined for the first offense in the sum of $1,000, for the second violation of the same provision, $2,000, and for every other and further violation of any provision of which it has been twice before found guilty, a sum not less than $5,000 or more than $10,000, if the corporation shall:

(1) ask, charge, or demand any exorbitant rate of compensation for the transportation of any freight, baggage, express matter, or passenger;

(2) make any unjust discrimination in its rates;

(3) willfully neglect to keep a table of its passenger tariff and rates of freight conspicuously posted in each depot within this state.

History: En. Sec. 23, p. 104, Ex. L. 1873; re-en. Sec. 321, 5th Div. Rev. Stat. 1879; re-en. Sec. 700, 5th Div. Comp. Stat. 1887; amd. Sec. 908, Civ. C. 1895; amd. Sec. 1, Ch. 66, L. 1903; re-en. Sec. 4289, Rev. C. 1907; re-en. Sec. 6521, R.C.M. 1921; amd. Sec. 1, Ch. 7, L. 1929; re-en. Sec. 6521, R.C.M. 1935; R.C.M. 1947, 72-219(part).

69-14-561. Regulation of railroad equipment. Every railroad corporation has power to:

(1) regulate the force and speed of their locomotives, cars, trains, or other machinery used and employed on their road; and

(2) establish, execute, and enforce all needful and proper rules for the management of its business transactions usual and proper for railroad corporations.

History: En. Sec. 894, Civ. C. 1895; re-en. Sec. 4275, Rev. C. 1907; re-en. Sec. 6507, R.C.M. 1921; Cal. Civ. C. Sec. 465; re-en. Sec. 6507, R.C.M. 1935; R.C.M. 1947, 72-205(part).

69-14-562. Regulation of health and safety on railroads. Any railroad corporation within this state shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined for the first offense in the sum of $1,000, for the second violation of the same provision, $2,000, and for every other and further violation of any provision of which it has been twice before found guilty, a sum not less than $5,000 or more than $10,000, if the corporation shall:

(1) neglect to provide comfortable and convenient cars or coaches for the transportation of its passengers and their baggage or safe cars for the transportation of express matter and freight;

(2) use any highly inflammable oils for lighting any car on its passenger trains;

(3) transport within this state on any of its passenger cars any oil of vitriol, gunpowder, lucifer matches, nitroglycerine, glynon oil, nytroleum or blasting oil, nitrate oil, powder mixed with any such oil or fiber saturated therewith, duolin or giant powder, blasting powder, or other goods of a dangerous nature;

(4) in any incorporated city or town in this state, run any train at a rate of speed forbidden by the laws of this state or the ordinances of such city or town;

(5) run any train over any unsafe bridge, trestlework, or aqueduct in this state;

(6) fail to have upon any locomotive in use by it in this state a bell and whistle in fit condition for use thereon;

(7) permit any locomotive to approach any highway, road, or railroad crossing without causing the whistle to be sounded at a point between 50 and 80 rods from the crossing, the bell to be rung from said point until the crossing is reached;

(8) willfully fail to make any report herein required or which may be hereafter required by any law of this state.

History: En. Sec. 23, p. 104, Ex. L. 1873; re-en. Sec. 321, 5th Div. Rev. Stat. 1879; re-en. Sec. 700, 5th Div. Comp. Stat. 1887; amd. Sec. 908, Civ. C. 1895; amd. Sec. 1, Ch. 66, L. 1903; re-en. Sec. 4289, Rev. C. 1907; re-en. Sec. 6521, R.C.M. 1921; amd. Sec. 1, Ch. 7, L. 1929; re-en. Sec. 6521, R.C.M. 1935; R.C.M. 1947, 72-219(part).

69-14-563. Construction and operation of telegraph line. Any such corporation is hereby authorized to construct, maintain, and operate a telegraph line along its road.

History: En. Sec. 18, p. 103, Ex. L. 1873; re-en. Sec. 316, 5th Div. Rev. Stat. 1879; re-en. Sec. 695, 5th Div. Comp. Stat. 1887; re-en. Sec. 903, Civ. C. 1895;

re-en. Sec. 4284, Rev. C. 1907; re-en. Sec. 6517, R.C.M. 1921; re-en. Sec. 6517, R.C.M. 1935; R.C.M. 1947, 72-215(part).

Part 6

Railroad Highway Crossings

69-14-601. Definition of railroad company. The words "railroad company", as used in 69-14-601 through 69-14-611, shall be taken and construed to mean any corporation, person, or association of persons owning or operating a railroad.

History: En. Sec. 12, Ch. 148, L. 1919; re-en. Sec. 6636, R.C.M. 1921; re-en. Sec. 6636, R.C.M. 1935; R.C.M. 1947, 72-712.

69-14-602. Construction and maintenance of railroad crossings outside of incorporated cities and towns. At all places in the state, outside of incorporated cities and towns where a lawfully established public highway crosses any railroad, it shall be the duty of the railroad company owning or operating such railroad to construct and thereafter maintain in proper condition a good and safe crossing.

History: En. Sec. 1, Ch. 148, L. 1919; re-en. Sec. 6625, R.C.M. 1921; re-en. Sec. 6625, R.C.M. 1935; R.C.M. 1947, 72-701.

69-14-603. Railroad crossings in unincorporated towns or villages. In any unincorporated community ordinarily known as a village or town where the public necessity and convenience require a railroad crossing at the intersection of the railroad with any street or highway, whether lawfully established or otherwise, which is commonly used by the public, the board of county commissioners of the county may order the construction and maintenance of such railroad crossing. Upon such order becoming final and effective, it shall be the duty of the railroad company to construct and maintain in proper condition a good and safe crossing. The board of county commissioners may order more than one railroad crossing in such unincorporated community, as provided in this section, when the public necessity and convenience require more than one such crossing to afford reasonable facilities for public travel.

History: En. Sec. 2, Ch. 148, L. 1919; re-en. Sec. 6626, R.C.M. 1921; re-en. Sec. 6626, R.C.M. 1935; R.C.M. 1947, 72-702.

69-14-604. Procedure to order construction of crossing. Whenever any board of county commissioners shall order the construction of any railroad crossing, said board shall enter an order upon its minutes, specifying the place of such crossing. A copy of said order shall be served upon the railroad company, and a copy shall also be immediately mailed to the public service commission. Service of said order may be made upon the railroad company by delivering such copy to any station agent employed in connection with the operation of said railroad in said county.

History: En. Sec. 3, Ch. 148, L. 1919; Sec. 6627, R.C.M. 1921; re-en. Sec. 6627, R.C.M. 1935; amd. Sec. 21, Ch. 315, L. 1974; R.C.M. 1947, 72-703.

69-14-605. Time for completion of crossing. It shall be the duty of a railroad company to construct a crossing ordered by the board of county commissioners of any county within 60 days after service of such order; provided, however, that in case any crossing shall be ordered requiring any extended period of construction, such additional time as is reasonably necessary to complete the same shall be allowed by the commission upon the proper application for such extension.

History: En. Sec. 4, Ch. 148, L. 1919; re-en. Sec. 6628, R.C.M. 1921; re-en. Sec. 6628, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-704.

69-14-606. Role of public service commission with respect to crossings. (1) The commission is hereby given full power to enforce the orders of any board of county commissioners for the construction of railroad crossings and is likewise given full power to pass upon the reasonableness of any such order to modify, change, or annul the same.

(2) Whenever any railroad crossing has been ordered by the county commissioners, as herein provided, the railroad company may, within 30 days after the service of such order, serve upon the commission a notice stating why such order is considered unreasonable or unjust and request that the commission hold a hearing for the purpose of determining whether or not the construction of such crossing should reasonably be required. The commission shall thereupon institute a hearing for said purpose, and all interested parties shall be given reasonable notice and an opportunity to be heard. Said commission may, after such hearing, either affirm, modify, or annul such order.

History: (1)En. Sec. 5, Ch. 148, L. 1919; re-en. Sec. 6629, R.C.M. 1921; re-en. Sec. 6629, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; Sec. 72-705, R.C.M. 1947; (2)En. Sec. 6, Ch. 148, L. 1919; re-en. Sec. 6630, R.C.M. 1921; re-en. Sec. 6630, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; Sec. 72-706, R.C.M. 1947; R.C.M. 1947, 72-705, 72-706.

69-14-607. Overhead or underground crossings. (1) No railroad crossing, other than a grade crossing, shall be ordered by any board of county commissioners.

(2) (a) The public service commission may, however, upon petition or request in writing of any board of county commissioners, order an overhead or underground crossing at any place where a railroad crossing has not been constructed and is required by the provisions of 69-14-601 through 69-14-611; provided, in its judgment, the safety, necessity, and convenience of the traveling public require such crossing.

(b) When any such petition or request is presented, the commission shall fix a date for hearing the same and shall give at least 10 days' written notice to the board of county commissioners and the owner or operator of the railroad to be affected by such order of the time fixed for the hearing. At such hearing, the commission shall hear all testimony offered as to the safety, necessity, and convenience of the traveling public requiring such a crossing and the expense of constructing and maintaining the same and shall make such investigation and inspection of the conditions at the place of crossing as may be deemed necessary or advisable and shall thereupon determine whether such order should be made.

(3) In the event an overhead or underground crossing is ordered, the commission may in its discretion require the same to be constructed and maintained by and at the expense of the railroad company or may apportion the expense between the railroad company and the county in which said crossing is located. The part of the expense apportioned to said county, if any, shall be paid to the railroad company from the funds of said county properly applicable to the payment of such expense.

History: En. Sec. 7, Ch. 148, L. 1919; re-en. Sec. 6631, R.C.M. 1921; re-en. Sec. 6631, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-707.

69-14-608. Court action to determine justness and reasonableness of commission order. The board of county commissioners or the railroad company affected by an order or decision of the commission made pursuant to the provisions of 69-14-601 through 69-14-611 may commence an action in any court having jurisdiction to determine the justness and reasonableness of such order or decision. In any such action the order or decision sought to be reviewed shall prima facie be deemed just, reasonable, and proper.

History: En. Sec. 8, Ch. 148, L. 1919; re-en. Sec. 6632, R.C.M. 1921; re-en. Sec. 6632, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-708.

69-14-609. Extension of time to comply with order. In the event of an application to the commission to review any order made by the board of county commissioners and in the event of any action to review any order or decision of the commission, as herein provided, the time within which to comply with said order shall be extended and the railroad company shall have 60 days after the order or decision becomes final and effective within which to comply with the same. The time for compliance as herein provided may be extended, for good cause shown, by the commission.

History: En. Sec. 9, Ch. 148, L. 1919; re-en. Sec. 6633, R.C.M. 1921; re-en. Sec. 6633, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-709.

69-14-610. Effect of crossing provisions on liability of railroad. Nothing contained in 69-14-601 through 69-14-611 shall in any way affect the liability of any railroad company for damage to persons or property injured at any crossings.

History: En. Sec. 10, Ch. 148, L. 1919; re-en. Sec. 6634, R.C.M. 1921; re-en. Sec. 6634, R.C.M. 1935; R.C.M. 1947, 72-710.

69-14-611. Penalty for failure to comply with crossing order. Any railroad company failing to construct any crossing after the order or decision requiring the construction of same has become final, within the time herein provided or within any extension of time granted by the commission, shall for each day's failure pay to the state a fine of not less than $10 or more than $100, to be recovered in a civil action in the name of the state, and it shall be the duty of the county attorney of the county within which is located the site of the proposed crossing to prosecute such action.

History: En. Sec. 11, Ch. 148, L. 1919; re-en. Sec. 6635, R.C.M. 1921; re-en. Sec. 6635, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-711.

69-14-612 through 69-14-620 reserved.

69-14-621. Authorization for commission to order installation of signaling devices at crossings. (1) Authority is hereby given to the commission, upon petition in writing made to it by any board of county commissioners of the state, to order railroad companies to install and maintain an electrically operated bell or other signaling device at all points in the state where the main lines, spurs, or switches of any railroad in continuous operation and use, owned or operated by them, cross any public highway now lawfully established or hereafter laid out within the state and where the contour of the country adjacent to said crossing is such that a person approaching the same along said highway cannot, at a distance of 25 feet of said crossing, obtain an unobstructed view of said railroad track for a distance of one-half mile on either side of said crossing or where any other hazardous conditions exist which make it advisable that electric signaling devices be installed.

(2) Nothing herein contained shall be so construed as to authorize the commission to order the installation of signaling devices except upon petition of a board of county commissioners and after a hearing as provided for.

History: (1)En. Sec. 1, Ch. 151, L. 1919; re-en. Sec. 3842, R.C.M. 1921; re-en. Sec. 3842, R.C.M. 1935; amd. Sec. 1, Ch. 115, L. 1957; amd. Sec. 20, Ch. 315, L. 1974; Sec. 72-164, R.C.M. 1947; (2)En. Sec. 4, Ch. 151, L. 1919; re-en. Sec. 3845, R.C.M. 1921; re-en. Sec. 3845, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; Sec. 72-167, R.C.M. 1947; R.C.M. 1947, 72-164(part), 72-167(part).

69-14-622. Petition for installation — hearing and order. (1) It shall be the duty of the commission, upon the presentation of any petition by a board of county commissioners requesting the installation of the signaling device provided for in 69-14-621, to hold a hearing if the same be demanded by the railway company or companies affected, upon due notice to all interested parties in such manner as the commission shall direct.

(2) Upon said hearing if a hearing be demanded or without a hearing if the same has not been demanded, the commission shall make such order as it sees fit and shall, in its discretion, order or refuse to order the installation of the signaling devices as petitioned for by said board of county commissioners.

History: En. Sec. 2, Ch. 151, L. 1919; re-en. Sec. 3843, R.C.M. 1921; re-en. Sec. 3843, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-165.

69-14-623. Construction and requirements of signaling devices. All electric bells or other signaling devices required by 69-14-621 through 69-14-625 to be installed, upon direction of the commission, shall be so constructed that they will operate automatically upon the approach of a train and will commence sounding when any approaching train is at such distance from said crossing as the commission may determine and order and shall continue to sound until the train has reached said crossing.

History: En. Sec. 3, Ch. 151, L. 1919; re-en. Sec. 3844, R.C.M. 1921; re-en. Sec. 3844, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-166.

69-14-624. Time period to complete installation. It shall be the duty of every person, firm, or corporation owning or operating any line of railroad within the state to equip its crossing with the signaling device herein described within 3 months after being ordered by the commission to do so.

History: En. Sec. 4, Ch. 151, L. 1919; re-en. Sec. 3845, R.C.M. 1921; re-en. Sec. 3845, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-167(part).

69-14-625. Penalty for noncompliance with commission order relating to signaling device. Any railroad company, person, firm, or corporation failing to comply with the terms of 69-14-621 through 69-14-624 or failing to equip its lines with its signaling device herein described, when ordered by the commission to do so, within the time specified by said order, shall forfeit to the state the sum of $50 for each and every failure to equip each crossing under its control with the signaling device required by 69-14-621 through 69-14-624. Each day's failure to comply with the terms of 69-14-621 through 69-14-624 shall constitute a separate offense and shall give rise to a like liability.

History: En. Sec. 5, Ch. 151, L. 1919; re-en. Sec. 3846, R.C.M. 1921; re-en. Sec. 3846, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-168.

69-14-626. Prohibition on extended obstruction of highway crossings. (1) It shall be unlawful for any corporation, association, or company to willfully obstruct, blockade, interfere with, or prevent the free use of any public highway within the state where such highway crosses any railroad track outside of incorporated cities and towns by stopping any railroad train, car, engine, or locomotive for more than 15 minutes at any one time or by placing, depositing, or leaving any article or thing whatsoever on any railroad track at the point where any public highway crosses such track outside of incorporated cities and towns.

(2) Any corporation, association, or company so obstructing, blockading, or interfering with the free use of any such highway shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished by a fine of not less than $25 or more than $100. This section shall not be construed as repealing any existing laws prohibiting encroachments upon or obstruction of public highways.

History: En. Sec. 1, Ch. 43, L. 1907; Sec. 4358, Rev. C. 1907; re-en. Sec. 6595, R.C.M. 1921; re-en. Sec. 6595, R.C.M. 1935; R.C.M. 1947, 72-640.

Part 7

Protection of Livestock and Agricultural Resources

69-14-701. Maintenance of fences. (1) Railroad corporations must make and maintain a good and legal fence on both sides of their track and property and maintain cattle guards at all crossings over which cattle or other domestic animals cannot pass.

(2) In case they do not make and maintain such fence and guards, if their engines or cars shall kill or maim any cattle or other domestic animals upon their line of road, they must pay to the owner of such cattle or other domestic animals, in all cases, a fair market price for the same, unless it occurred through the neglect or fault of the owner of the animal so killed or maimed; provided, that nothing herein shall be construed so as to prevent any person from recovering damages from any railroad corporation for its negligent killing or injury to any cattle or other domestic animals at spurs, sidings, Y's, crossings, and turntables.

History: En. Sec. 1, p. 267, L. 1891; en. Sec. 950, Civ. C. 1895; amd. Sec. 1, Ch. 29, L. 1905; amd. Sec. 1, Ch. 59, L. 1907; re-en. Sec. 4308, Rev. C. 1907; re-en. Sec. 6540, R.C.M. 1921; Cal. Civ. C. Sec. 485; re-en. Sec. 6540, R.C.M. 1935; R.C.M. 1947, 72-401.

69-14-702. Crossings to be maintained. (1) Any railroad corporation or lessee, person, company, or corporation operating any railroad in this state which may fence its right-of-way shall make crossings through its fence and over its roadbed along its right-of-way every 4 miles thereof or as near thereat as may be practicable.

(2) Such openings shall not be less than 60 feet in width.

History: (1)En. Sec. 1, p. 148, L. 1893; re-en. Sec. 959, Civ. C. 1895; re-en. Sec. 4318, Rev. C. 1907; re-en. Sec. 6552, R.C.M. 1921; re-en. Sec. 6552, R.C.M. 1935; Sec. 72-502, R.C.M. 1947; (2)En. Sec. 2, p. 148, L. 1893; re-en. Sec. 960, Civ. C. 1895; re-en. Sec. 4319, Rev. C. 1907; re-en. Sec. 6553, R.C.M. 1921; re-en. Sec. 6553, R.C.M. 1935; Sec. 72-503, R.C.M. 1947; R.C.M. 1947, 72-502, 72-503(part).

69-14-703. Placement of cattle guards. The railroad company or lessee, person, company, or corporation operating any railroad shall place cattle guards on either side of the openings required by 69-14-702, sufficient to prevent any cattle from entering upon the right-of-way enclosed.

History: En. Sec. 2, p. 148, L. 1893; re-en. Sec. 960, Civ. C. 1895; re-en. Sec. 4319, Rev. C. 1907; re-en. Sec. 6553, R.C.M. 1921; re-en. Sec. 6553, R.C.M. 1935; R.C.M. 1947, 72-503(part).

69-14-704. Openings under trestles. The railroad company, lessee, person, or company operating any railroad, in addition to the openings required by 69-14-702, shall leave unfenced any places where the railroad runs over trestles that are sufficiently high for cattle to go underneath the same.

History: En. Sec. 3, p. 148, L. 1893; re-en. Sec. 961, Civ. C. 1895; re-en. Sec. 4320, Rev. C. 1907; re-en. Sec. 6554, R.C.M. 1921; re-en. Sec. 6554, R.C.M. 1935; R.C.M. 1947, 72-504.

69-14-705. Application of provisions dealing with crossings. The provisions of 69-14-702 through 69-14-706 shall only apply to grazing country.

History: En. Sec. 4, p. 148, L. 1893; re-en. Sec. 962, Civ. C. 1895; re-en. Sec. 4321, Rev. C. 1907; re-en. Sec. 6555, R.C.M. 1921; re-en. Sec. 6555, R.C.M. 1935; R.C.M. 1947, 72-505.

69-14-706. Violation of crossing provisions. Any railroad corporation or lessee, person, company, or corporation operating any railroad in this state violating the provisions of 69-14-702 through 69-14-705 shall be deemed guilty of a misdemeanor and upon conviction thereof in any court of competent jurisdiction shall be fined in a sum not less than $100 and not more than $500.

History: En. Sec. 5, p. 148, L. 1893; re-en. Sec. 963, Civ. C. 1895; re-en. Sec. 4322, Rev. C. 1907; re-en. Sec. 6556, R.C.M. 1921; re-en. Sec. 6556, R.C.M. 1935; R.C.M. 1947, 72-506.

69-14-707. Liability for negligent destruction of domestic animals. Every railroad corporation or company operating any railroad or branch thereof within the limits of this state which shall negligently injure or kill any horse, mare, gelding, filly, jack, jenny, mule, cow, heifer, bull, ox, steer, calf, or other domestic animal by running any engine or car over or against any such animal shall be liable to the owner of such animal for the damages sustained by such owner by reason thereof. The killing or injury shall be prima facie evidence of negligence on the part of such corporation or company.

History: En. Sec. 1, p. 68, L. 1881; re-en. Sec. 713, 5th Div. Comp. Stat. 1887; amd. Sec. 951, Civ. C. 1895; re-en. Sec. 4309, Rev. C. 1907; re-en. Sec. 6541, R.C.M. 1921; re-en. Sec. 6541, R.C.M. 1935; R.C.M. 1947, 72-402.

69-14-708. Records of accidents involving animals. (1) It shall be the duty of any corporation, association, company, or person owning, controlling, or operating any railroad or branch thereof in this state to designate some station on the line of the same, in each county through which it passes, at which it shall keep a suitable book and within 30 days after the killing or injuring of any animal, to cause to be entered therein the date when and the place where the same was killed or injured, as near as may be, together with a description thereof, including the age, color, and sex of the same and marks and brands upon the same as near as the same can be done. When such railroad or branch thereof shall run to or through any town or station at which is located the county seat of any county, then such book shall be kept at such town or station at which said county seat is located, and the affidavit hereinafter provided for may be served on the agent of such station.

(2) This book shall be kept for the inspection of any person claiming to be interested in the inspection thereof.

(3) Notice of the station designated pursuant to subsection (1) shall be filed with the county clerk of the county in which said station is situated.

(4) Any corporation, association, or person so owning, controlling, or operating such railroad or branch thereof failing to designate said station, file said notice, keep said book, and make the entries as provided in this section shall be liable to

the owner of the animal so killed or injured, whether negligently done or not, and the court or jury before whom any action is tried for the recovery of damages on account thereof may in its discretion render verdict and judgment for the amount of the value of any such animal so killed or the amount of damages sustained by reason of any injury thereto.

History: (1) thru (3)En. Sec. 3, p. 70, L. 1881; amd. Sec. 720, 5th Div. Comp. Stat. 1887; amd. Sec. 953, Civ. C. 1895; amd. Sec. 2, Ch. 29, L. 1905; re-en. Sec. 4311, Rev. C. 1907; re-en. Sec. 6542, R.C.M. 1921; re-en. Sec. 6542, R.C.M. 1935; Sec. 72-403, R.C.M. 1947; (4)En. Sec. 721, 5th Div. Comp. Stat. 1887; re-en. Sec. 954, Civ. C. 1895; re-en. Sec. 4312, Rev. C. 1907; re-en. Sec. 6543, R.C.M. 1921; re-en. Sec. 6543, R.C.M. 1935; Sec. 72-404, R.C.M. 1947; R.C.M. 1947, 72-403, 72-404.

69-14-709. Allowance of attorney's fee. (1) Except as provided in subsection (2), whenever any of the livestock referred to in this part shall be injured or killed as therein recited and the owner thereof shall thereafter institute an action for the recovery of the loss or damage so sustained by him, the court in which such action shall be brought shall tax, as a part of the costs therein, a reasonable sum to be fixed by the court as a fee to the attorney of the prevailing or successful party for conducting such action. Said fee so fixed and allowed shall be collected in like manner as other costs.

(2) No such fee shall be allowed by the court or collected from the defendant when it shall appear from the pleadings or proof in any such action that the defendant prior to the institution of such action offered or agreed to pay to the plaintiff therein, in settlement of the loss or damages claimed, a sum equal to or in excess of the amount recovered as damages in said action or unless the plaintiff, at least 40 days prior to the commencement of the action, shall have made demand, in writing, upon the defendant, his agent, or attorney for the sum of money claimed as indemnity for the killing of said livestock.

History: En. Sec. 722, 5th Div. Comp. Stat. 1887; amd. Sec. 955, Civ. C. 1895; amd. Sec. 1, Ch. 101, L. 1903; re-en. Sec. 4313, Rev. C. 1907; amd. Sec. 1, Ch. 99, L. 1919; amd. Sec. 1, Ch. 226, L. 1921; re-en. Sec. 6544, R.C.M. 1921; re-en. Sec. 6544, R.C.M. 1935; R.C.M. 1947, 72-405.

69-14-710. Tender or deposit of value of animal. If a corporation, association, company, or person so owning, controlling, or operating a railroad or branch thereof kills or injures an animal as aforesaid and tenders to the owner thereof or to his agent in that behalf the amount which they consider to be the value thereof or the damage thereto, as the case may be or if the railroad, corporation, association, company, or person deposits with the department of livestock such amount for the owner thereof and the owner or his agent refuses to accept the amount in settlement thereof, then the owner shall pay all costs incurred in any action instituted, after the tender or deposit, to recover the value or damage unless he recovers in the action more than the amount so tendered.

History: En. Sec. 723, 5th Div. Comp. Stat. 1887; re-en. Sec. 956, Civ. C. 1895; re-en. Sec. 4314, Rev. C. 1907; re-en. Sec. 6545, R.C.M. 1921; re-en. Sec. 6545, R.C.M. 1935; amd. Sec. 15, Ch. 315, L. 1974; R.C.M. 1947, 72-406.

69-14-711. Payment of damages to department of livestock. (1) If livestock are killed by railroad corporations in violation of 69-14-701 and if the owner of the livestock does not claim or assert a claim against the railroad or railroad corporation for the value of the livestock killed within 6 months from the date the animal is killed, the department of livestock shall demand from the railroad or railroad corporation payment in damages for livestock. The department shall institute and prosecute, in the name of the state, actions against the railroad or railroad companies in a court of competent jurisdiction to recover damages if the railroad fails, neglects, or refuses to make payment of the amount of the claim filed by the department.

(2) The money recovered shall be paid to the department and shall be held by the department for a period of 2 years after the date of its receipt. If the lawful owner of the animal killed does not present and prove his claim to the net proceeds received from the animal killed within the 2 years, the money shall be paid to the state treasurer and credited to the stock estray fund. If the owner of the animal killed proves his claim within the 2 years, the department may pay the claimant the amount of money to which he is entitled for the animal killed by the railroad or railroad company, the damages for which have been collected by the department.

(3) In actions prosecuted for the recovery of the value of livestock killed under this section, the prevailing or successful party shall recover all costs. If the owner of an animal killed has not presented his claim against the railroad or railroad company which caused it to be killed, a settlement made by the department constitutes a bar against an action by the owner of the animal.

History: En. Sec. 1, Ch. 183, L. 1907; Sec. 4315, Rev. C. 1907; amd. Sec. 2, Ch. 99, L. 1919; re-en. Sec. 6546, R.C.M. 1921; re-en. Sec. 6546, R.C.M. 1935; amd. Sec. 16, Ch. 315, L. 1974; R.C.M. 1947, 72-407.

69-14-712. Disposition of carcass and hide of destroyed animals. (1) In all cases where a corporation, association, company, or person kills an animal or injures an animal to such extent that it is necessary to kill the animal, as provided in this part, they shall skin the animal and preserve the whole hide or so much thereof as can be preserved, including the head and ears, and are entitled to the carcass and hide thereof unless the owner or owners thereof claim the animal, in which event the amount of the value thereof shall be deducted from the amount of damages which would otherwise be due. In case such corporation, association, company, or person so entitled thereto takes the carcass and hide, they shall skin the animal as herein provided and shall deposit the hide thereof at the station designated on their line, such station to be designated by the department of livestock, during the space of 60 days, for the inspection of persons claiming to be interested therein. If no person claims the animal, then before the corporation, association, company, or person disposes of the hide, they shall notify the stock inspector of the district within which the animal was killed, who shall inspect the hide for marks and brands, and receive from the stock inspector his authority in writing to dispose of the hide. The stock inspector shall notify all owners of the stock, if known or ascertainable from the inspection, of the death of the animal, and if the owner is unknown, the stock inspector shall notify the department of the death of the animal.

(2) The corporation, association, company, or person may dispose of the whole animal, including the carcass and hide, to any licensed rendering plant or licensed renderer in the state if the owner or owners do not claim the animal. Upon receiving the animal, the licensed rendering plant or licensed renderer shall skin the animal and shall preserve the hide or so much thereof as can be preserved, including the hide of head and ears, and the hide shall be stored separate and apart from hides received from other sources. Within 5 days after receipt of the hide, the licensed rendering plant or licensed renderer shall notify the department of possession of the hide. The department shall make an inspection thereof within 10 days after being so notified and shall immediately notify the owner thereof, if ownership be ascertainable, of the death of the animal. If no person claims the hide of the animal within 30 days after notice given to the department by the licensed renderer or licensed rendering plant, the department shall give written authorization to the licensed rendering plant or licensed renderer to dispose of the hide. Before making disposition thereof under the written authorization, the licensed rendering plant or

licensed renderer shall obtain the consent of the corporation, association, company, or person from which the animal was received.

History: En. Sec. 726, 5th Div. Comp. Stat. 1887; re-en. Sec. 958, Civ. C. 1895; re-en. Sec. 4317, Rev. C. 1907; amd. Sec. 3, Ch. 99, L. 1919; re-en. Sec. 6548, R.C.M. 1921; re-en. Sec. 6548, R.C.M. 1935; amd. Sec. 1, Ch. 147, L. 1949; amd. Sec. 17, Ch. 315, L. 1974; R.C.M. 1947, 72-409.

69-14-713. Violation of provisions dealing with injury to livestock. (1) Except as otherwise provided, every person who violates any of the provisions of 69-14-701 through 69-14-712 relating to livestock killed or injured by railroads is guilty of a misdemeanor.

(2) Any person violating any of the provisions of 69-14-709, 69-14-711, or 69-14-712 shall, upon conviction thereof, be punished by a fine of not less than $10 or more than $300 or by imprisonment in the county jail for a period of not less than 10 days or more than 60 days or by both such fine and imprisonment.

History: (1)En. Sec. 720, Pen. C. 1895; re-en. Sec. 8561, Rev. C. 1907; re-en. Sec. 11278, R.C.M. 1921; re-en. Sec. 11278, R.C.M. 1935; Sec. 94-35-174, R.C.M. 1947; redes. 72-507 by Sec. 29, Ch. 513, L. 1974; Sec. 72-507, R.C.M. 1947; (2)En. Sec. 4, Ch. 99, L. 1919; amd. Sec. 1, Ch. 49, L. 1921; re-en. Sec. 6549, R.C.M. 1921; re-en. Sec. 6549, R.C.M. 1935; Sec. 72-410, R.C.M. 1947; R.C.M. 1947, 72-410, 72-507.

69-14-714 through 69-14-720 reserved.

69-14-721. Control of fire hazard along right-of-way. It shall be the duty of all railroad corporations or railroad companies operating any railroad within this state to keep their railroad track and either side thereof for a distance of 100 feet on each side of the track or roadbed, so far as it passes through any portion of this state, free from dead grass, weeds, or any dangerous or combustible material. Any railroad company or corporation failing to keep its railroad track and each side thereof free as specified above shall be liable for any damages which may occur from fire emanating from operating such railroad. A neglect to comply with the provisions of this section in keeping free any railroad track and either side for a distance equal to the space of ground covered by the grant of the right-of-way for the railroad corporation or company shall be prima facie evidence of negligence on the part of any such railroad corporation or company. No railroad corporation or company shall be required to keep free, as specified above, any land not a part of its right-of-way.

History: En. Sec. 7, p. 71, L. 1881; re-en. Sec. 719, 5th Div. Comp. Stat. 1887; amd. Sec. 952, Civ. C. 1895; re-en. Sec. 4310, Rev. C. 1907; re-en. Sec. 6551, R.C.M. 1921; re-en. Sec. 6551, R.C.M. 1935; R.C.M. 1947, 72-501.

69-14-722. Maintenance of fireguards. (1) Every railroad corporation operating its lines of road or any part thereof within this state shall, between April 15 and July 1 in each year, plow in a good and workmanlike manner, covering the sod well, upon each side of its line of road, wherever it passes through a range or grazing country, a continuous strip of not less than 6 feet in width on each side of its track, as a fireguard. Said strip shall, as near as practicable, run parallel with the line or lines of said railroad, and in addition to such plowing, said railroad company shall cause to be burned, between July 15 and September 15 of each year, all the grass and vegetation between the said plowed strips and a line of 50 feet inside said plowed strips. Said plowing shall be not less than 300 feet from the center of the railroad track on each side of same except in cases of cultivated fields, and then such plowing and burning shall be done closer to such railroad but not less than 70 feet from the center of the track.

(2) Such fireguard, so plowed and burned, need not be constructed within the limits of any town, village, or city; in private fields under cultivation; along the line of such railroad whenever the same runs through the mountains; or elsewhere where such plowing or burning would be impracticable. Said fireguard or portion thereof need not be plowed or burned on or through any lands which may be released from the operation of this section by the board of county commissioners of the county wherein such land is situated, by their written certificate of release filed in the office of the county clerk of the county.

(3) If any railroad company fails to comply with any of the provisions of this section, the board of county commissioners of the county wherein such violation occurs shall cause the neglected plowing, burning, or both to be done and may, in a suit to be brought in their name as said board in the district court having jurisdiction, recover double the amount of the cost of such plowing, burning, or both, with reasonable attorney fees to be fixed by the court. Such railroad company shall be liable further for all damages caused by its failure to comply with this section.

History: (1), (2)En. Sec. 1, p. 163, L. 1901; amd. Sec. 1, Ch. 63, L. 1903; re-en. Sec. 4360, Rev. C. 1907; re-en. Sec. 6597, R.C.M. 1921; re-en. Sec. 6597, R.C.M. 1935; Sec. 72-642, R.C.M. 1947; (3)En. Sec. 2, p. 164, L. 1901; amd. Sec. 2, Ch. 63, L. 1903; re-en. Sec. 4361, Rev. C. 1907; re-en. Sec. 6598, R.C.M. 1921; re-en. Sec. 6598, R.C.M. 1935; Sec. 72-643, R.C.M. 1947; R.C.M. 1947, 72-642, 72-643.

Part 8

Loading Platforms and Spurs

69-14-801. Maintenance of loading platform by railroad. (1) Every railroad company doing business in this state shall, within 60 days after notice from the commission, erect one or more platforms for the transfer of livestock, grain, and other commodities from wagons or otherwise to cars at each and every station or siding designated in such notice, such platforms to be erected so as not to endanger life and property.

(2) If any railroad company, after receiving notice as provided for in this section, shall fail, refuse, or neglect to erect platforms as required by this section and 69-14-802 within the required 60 days, the commission is authorized and empowered and it is made its duty to notify such railroad company to appear before it at a certain time and place and show cause, if there is any, why such commission should not issue an order requiring such railroad company to comply with the requirements of this section. The commission shall have power, after such hearing, to issue an order upon said railroad company commanding it to erect such platform if the commission shall upon such examination and hearing deem such platform necessary.

(3) Any notice required to be served upon any railroad company to carry out any of the provisions of this section or similar provisions relating to the enlarging of such platforms may be served upon any agent of said company within the state.

History: En. Sec. 1, Ch. 26, L. 1913; re-en. Sec. 3822, R.C.M. 1921; re-en. Sec. 3822, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-145.

69-14-802. Structural details of platform. Each platform shall be not less than 12 feet wide and 32 feet long, extending 4 feet and 6 inches, or such height as shall be determined by the commission, above the rails of the track, with suitable approaches to and from such platform to admit of the driving of loaded teams thereon.

History: En. Sec. 2, Ch. 26, L. 1913; re-en. Sec. 3823, R.C.M. 1921; re-en. Sec. 3823, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-146.

69-14-803. Enlargement of platform. The commission shall have power to order an enlargement of such platforms whenever petitioned to that effect and whenever the capacity of such platform is, in its judgment, clearly insufficient for the accommodation of the public.

History: En. Sec. 3, Ch. 26, L. 1913; re-en. Sec. 3824, R.C.M. 1921; re-en. Sec. 3824, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-147.

69-14-804. Erection of scales. Every railroad company shall allow suitable scales to be erected either upon the platform or upon the grounds adjacent thereto, if upon their right-of-way, for weighing and shipping purposes.

History: En. Sec. 4, Ch. 26, L. 1913; re-en. Sec. 3825, R.C.M. 1921; re-en. Sec. 3825, R.C.M. 1935; R.C.M. 1947, 72-148.

69-14-805. Violations of loading platform provisions. Every railroad company neglecting or refusing to comply with the requirements of 69-14-801 through 69-14-805 shall be deemed guilty of a misdemeanor and be subject to a fine of not less than $500 for every 30 days such failure shall continue after notice as aforesaid.

History: En. Sec. 5, Ch. 26, L. 1913; re-en. Sec. 3826, R.C.M. 1921; re-en. Sec. 3826, R.C.M. 1935; R.C.M. 1947, 72-149.

69-14-806 through 69-14-810 reserved.

69-14-811. Industrial and commercial spurs. (1) Except as provided in subsection (2), the commission shall have full power and authority, after notice and hearing, to compel railroad companies operating in the state to construct industrial or commercial spurs to industries when there is or will be sufficient traffic to require such facilities. Any such industrial or commercial spur shall be constructed pursuant to the usual and customary contract of the particular railroad company in constructing such spurs.

(2) (a) Any such industrial or commercical spur will not exceed 1 mile in length from headblock to end of track.

(b) Such industrial or commercial spur shall not be ordered constructed except within the limits of extreme switches of stations or yards or at sidings unless such stations, yards, sidings, or spurs are more than 7 miles apart or unless such spurs can be so placed as to be reasonably safe and not unnecessarily interfere with main-line operation.

History: En. Sec. 4, Ch. 136, L. 1909; re-en. Sec. 3829, R.C.M. 1921; re-en. Sec. 3829, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-152.

69-14-812. Power of commission with respect to sidetracks, stockyards, and chutes. The commission shall have full power and authority, after notice and hearing, to compel railroads, railways, or common carriers operating within the state to construct or extend public loading or unloading tracks at stations and shall likewise have full power and authority to compel the construction or extension of stockyards, stockchutes, or stockpens whenever the necessity therefor has been established to the satisfaction of the commission.

History: En. Sec. 3, Ch. 105, L. 1913; re-en. Sec. 3837, R.C.M. 1921; re-en. Sec. 3837, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; amd. Sec. 1, Ch. 464, L. 1975; R.C.M. 1947, 72-159(part).

69-14-813. Removal of sidetrack, spur track, or loading facility. (1) Where a sidetrack, spur track, or loading and unloading facility has been constructed for and used exclusively by a single shipper or industry and is not used by the public and the individual shipper or industry requests that such track or facility be removed from its property, then such removal may be made by giving notice of such request for removal to the commission and without necessity for approval of such removal.

(2) In the event such sidetrack, spur track or stock facility formerly used by the public has not been used by the public for loading or unloading rail shipments for a period of 5 years and proof thereof is established by affidavit of a railroad officer having knowledge thereof, then such installation or facility may be removed after the railroad involved has given 90 days' notice to the public service commission and to the consumer counsel unless the commission, within the 90-day period, notifies the railroad that such removal may not be made until approval by the commission. In which case, the commission shall set a public hearing, within 90 days of such notice to the railroad, to determine whether public convenience and necessity requires the continued maintenance of such installation or facility.

History: En. Sec. 3, Ch. 105, L. 1913; re-en. Sec. 3837, R.C.M. 1921; re-en. Sec. 3837, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; amd. Sec. 1, Ch. 464, L. 1975; R.C.M. 1947, 72-159(part).

69-14-814. Violation of sidetrack, spur track, or loading facility provisions. Any railroad, railway company, or common carrier and its officers or agents who shall refuse or fail to comply with the provisions of 69-14-812 or 69-14-813 or any order or rule relative thereto made by the commission shall be subject to a fine of not less than $25 or more than $50. Each day of such refusal or failure shall be deemed a separate offense and shall be subject to the penalty herein prescribed, such fine to be recovered in a civil action upon complaint of the commission in any court of competent jurisdiction.

History: En. Sec. 7, Ch. 105, L. 1913; re-en. Sec. 3841, R.C.M. 1921; re-en. Sec. 3841, R.C.M. 1935; amd. Sec. 20, Ch. 315 L. 1974; R.C.M. 1947, 72-163(part).

Part 9

Grain and Commodity Storage and Transportation

69-14-901. Authorization to locate and erect grain warehouse or elevator on railroad right-of-way. (1) Any person, firm, or corporation desirous of erecting and operating at or contiguous to any railway station or siding a warehouse or elevator for the purchase, sale, shipment, or storage of grain (including flaxseed) for the public for hire may make application in writing, containing a description of that portion of the right-of-way of said railroad on which such person, firm, or corporation desires to erect a warehouse or elevator, the size and capacity of the warehouse or elevator proposed to be erected, and the time for which it is desired to maintain such warehouse or elevator, to the person, firm, or corporation owning, leasing, or operating the railroad at such station or siding, for the right, privilege, and easement of erecting and maintaining for the time stated in such application and for reasonable compensation for such warehouse or elevator, as aforesaid, upon the right-of-way pertaining to such railway at such siding or station and within and between the outside switches of the yard of such railway station or siding, and upon paying or securing in the manner hereinafter prescribed reasonable compensation for the right, privilege, and easement aforesaid, shall absolutely and unconditionally be entitled to the same.

(2) The application shall also state the amount the applicant deems reasonable compensation for the right, privilege, and easement he desires to acquire, and said applicant shall tender and pay to such person, firm, or corporation from whom such easement is sought the sum stated in such application.

(3) If the person, firm, or corporation owning, leasing, or operating the railroad is not willing that the portion of the right-of-way selected by the applicant should be appropriated for such purpose and the parties cannot agree as to the quantity and location of the land upon which such grain warehouse or grain elevator shall be erected, the matter shall be determined by the district court in the same manner and by the same proceeding for determining the amount of compensation to be

paid where the parties cannot agree as to the amount.

History: (1), (3)En. Sec. 1, Ch. 43, L. 1913; re-en. Sec. 6638, R.C.M. 1921; re-en. Sec. 6638, R.C.M. 1935; Sec. 88-201, R.C.M. 1947; (2)En. Sec. 2, Ch. 43, L. 1913; re-en. Sec. 6639, R.C.M. 1921; re-en. Sec. 6639, R.C.M. 1935; Sec. 88-202, R.C.M. 1947; R.C.M. 1947, 88-201, 88-202(part).

69-14-902. Decision on application by railroad. It shall be the duty of any person, firm, or corporation to whom application is made for the right to erect and maintain an elevator or warehouse under the provisions of 69-14-901 through 69-14-911, within 30 days after the receipt of such application, to notify said applicant in writing of the acceptance or rejection of the amount stated in said application to be reasonable compensation for the right, privilege, and easement sought to be acquired. In case such person, firm, or corporation fails to notify the applicant within said 30 days, such person, firm, or corporation shall be deemed to have accepted said amount, and upon the payment or tender thereof, said applicant shall be deemed to have acquired the right, privilege, and easement applied for.

History: En. Sec. 2, Ch. 43, L. 1913; re-en. Sec. 6639, R.C.M. 1921; re-en. Sec. 6639, R.C.M. 1935; R.C.M. 1947, 88-202(part).

69-14-903. Court action to resolve differences. (1) In case the amount so named in the application and tendered is not accepted and the parties cannot agree on the amount to be paid for such right, privilege, and easement, the same shall be ascertained, assessed, and determined by proceedings in the district court of the county in which the station or siding at which the right, privilege, and easement sought is situated. The court is hereby given full jurisdiction in the premises and shall at all times be deemed open and in session for the purposes of 69-14-901 through 69-14-911.

(2) Proceedings in the district court shall be instituted and carried on as provided in 69-14-904.

History: (1)En. Sec. 2, Ch. 43, L. 1913; re-en. Sec. 6639, R.C.M. 1921; re-en. Sec. 6639, R.C.M. 1935; Sec. 88-202, R.C.M. 1947; (2)En. Sec. 3, Ch. 43, L. 1913; re-en. Sec. 6640, R.C.M. 1921; re-en. Sec. 6640, R.C.M. 1935; Sec. 88-203, R.C.M. 1947; R.C.M. 1947, 88-202(part), 88-203(part).

69-14-904. Procedure in district court. (1) The parties seeking the right, privilege, and easement aforesaid shall present to and file with the district court a petition in writing and under oath, specifying and describing the right, privilege, and easement sought, the time for which the same is sought, and the fact that the parties to the proceedings are unable to agree upon the amount of compensation therefor.

(2) A copy of the application for such privilege shall be attached to said petition, and thereupon it shall be at once the duty of the court by its order in writing to fix a time not more than 30 days thereafter within which the person, firm, or corporation so owning, managing, or controlling such railroad shall appear and join issue in said proceeding. Such notice shall be served as a summons is served in civil actions and shall be ample notice to the parties so served to appear and join in the proceedings and shall be ample to give the court full jurisdiction over the party against whom the proceedings are instituted and the property involved in the proceeding.

(3) The manner of joining issue and the procedure at the trial shall be the same as that in any other civil action at law.

(4) The trial of such issue shall be expedited by the court as much as possible. At the trial the court or jury, as the case may be, shall find and assess the compensation, both in the form of an annual rental and in the form of a gross sum, for the right, privilege, and easement sought. Immediately after the finding or verdict has been made, the party against whom the proceedings have been taken shall elect whether to receive the annual rental or the gross sum found. In case such election is not made by said party, then the other party to the proceedings may make such election. After election is made as aforesaid, judgment shall be rendered adjudging,

among other things, that upon payment of the gross sum found or the annual rental found, yearly in advance, as the case may be, the party instituting the proceedings shall be entitled to the right, privilege, and easement of erecting and maintaining the elevator or warehouse asked for in the application and petition aforesaid and for the time therein specified. Thereupon the party in whose favor said judgment is rendered shall be entitled to a writ of execution in proper form to immediately invest such party with the right, privilege, and easement aforesaid.

History: En. Sec. 3, Ch. 43, L. 1913; re-en. Sec. 6640, R.C.M. 1921; re-en. Sec. 6640, R.C.M. 1935; R.C.M. 1947, 88-203(part).

69-14-905. Right to supreme court review. Within 30 days after the entry of said judgment, as hereinbefore provided, but not later, an appeal may be taken by either party to the supreme court. Such appeal shall not stay or hinder the use or enjoyment to the fullest extent of the right, privilege, and easement asked for by the petition and conferred by the judgment if the party instituting the proceedings shall make and file a bond with sureties, to be approved by the court, in an amount double the gross sum or annual rental, conditioned to pay such sum or rental and to abide and satisfy any judgment the supreme court may render in the premises. Either party may appeal from that part of the judgment determining the quantity and location of the land upon which such warehouse or elevator is to be erected, and in the event of such appeal, the judgment shall be suspended pending the appeal.

History: En. Sec. 4, Ch. 43, L. 1913; re-en. Sec. 6641, R.C.M. 1921; re-en. Sec. 6641, R.C.M. 1935; R.C.M. 1947, 88-204(part).

69-14-906. Payment of court costs. Costs and disbursements, as in civil actions, in each court shall be paid by the unsuccessful party. If the finding of the court or jury is for a less or the same amount as tendered by the petitioner before instituting the proceedings, then the petitioner shall be deemed the successful party. If the amount found is larger than the sum tendered, then the petitioner shall be deemed the unsuccessful party.

History: En. Sec. 4, Ch. 43, L. 1913; re-en. Sec. 6641, R.C.M. 1921; re-en. Sec. 6641, R.C.M. 1935; R.C.M. 1947, 88-204(part).

69-14-907. Elevators and warehouses considered public. All elevators and warehouses erected and maintained under the provisions of 69-14-901 through 69-14-911 shall be deemed public elevators and public warehouses and shall be subject to legislative control.

History: En. Sec. 5, Ch. 43, L. 1913; re-en. Sec. 6642, R.C.M. 1921; re-en. Sec. 6642, R.C.M. 1935; R.C.M. 1947, 88-205.

69-14-908. Prompt payment of rental required. In case the annual rental is elected, the same shall be paid yearly in advance, and if not so paid after 30 days' default, the right, privilege, and easement aforesaid shall be absolutely forfeited.

History: En. Sec. 3, Ch. 43, L. 1913; re-en. Sec. 6640, R.C.M. 1921; re-en. Sec. 6640, R.C.M. 1935; R.C.M. 1947, 88-203(part).

69-14-909. Time limit for construction of elevator or warehouse. Any person, firm, or corporation availing itself of the provisions of 69-14-901 through 69-14-911 shall, within 60 days after the amount to be paid for the easement acquired thereunder is finally determined, by agreement or by proceedings in court, commence the erection of the warehouse or elevator mentioned in the application and complete the same within 90 days thereafter. In case of failure to comply with the provisions of this section, such person or persons shall be deemed to have abandoned the right acquired, and the part or portion of the railroad right-of-way described in the application shall be subject to selection by other applicants who may desire to avail themselves of the provisions of 69-14-901 through 69-14-911.

History: En. Sec. 6, Ch. 43, L. 1913; re-en. Sec. 6643, R.C.M. 1921; re-en. Sec. 6643, R.C.M. 1935; R.C.M. 1947, 88-206.

69-14-910. Connection of railroad to elevator or warehouse. (1) Every railroad company or corporation organized under the laws of this state or doing business therein shall, upon application in writing, provide reasonable sidetrack facilities and running connections between its main track and elevators and warehouses upon or contiguous to its right-of-way at stations. Every such railroad corporation shall permit connections to be made and maintained in a reasonable manner with its sidetracks to and from any warehouse or elevator, without reference to its size, cost, or capacity, where grain is or may be stored. Such railroad company shall not be required to construct or furnish any sidetracks except upon its own land or right-of-way. The reasonable cost of the construction of such sidetracks and connections, except the cost of the rails and fastenings, shall be paid by the person or persons for whose benefit such sidetracks are provided or connections made.

(2) Where stations are 10 miles or more apart, the railroad company, when required to do so by the public service commission, shall construct and maintain a sidetrack for the use of shippers between such stations.

History: En. Sec. 7, Ch. 43, L. 1913; re-en. Sec. 6644, R.C.M. 1921; re-en. Sec. 6644, R.C.M. 1935; amd. Sec. 21, Ch. 315, L. 1974; R.C.M. 1947, 88-207(part).

69-14-911. Location of facility. Such elevators and warehouses shall not be constructed within 100 feet of any existing structure and shall be at safe fire distance from the station buildings and so as not essentially to conflict with the safe and convenient operation of the road.

History: En. Sec. 7, Ch. 43, L. 1913; re-en. Sec. 6644, R.C.M. 1921; re-en. Sec. 6644, R.C.M. 1935; amd. Sec. 21, Ch. 315, L. 1974; R.C.M. 1947, 88-207(part).

69-14-912 through 69-14-920 reserved.

69-14-921. Suitable cars to be furnished for shipment of grain and other commodities in bulk. (1) All boxcars furnished by railroad or railway companies for the transportation of grain or other commodities in bulk shall be of such construction and in such order as to prevent leakage when such commodities are placed or hauled therein. It is hereby made the duty of all railroad or railway companies to furnish such cars in such condition.

(2) Whenever boxcars placed for loading grain or other commodities in bulk are found to be in such condition that they will not afford safe transportation for such commodities, the railroad or railway company shall, upon written complaint to the agent or other person in authority by the shipper or his representative who proposes to load said car or cars and within 24 hours, cause said car or cars to be properly cleaned and coopered and put in such repair as will afford safe transportation for the commodity to be shipped.

History: (1)En. Sec. 1, Ch. 52, L. 1917; re-en. Sec. 6613, R.C.M. 1921; re-en. Sec. 6613, R.C.M. 1935; Sec. 72-656, R.C.M. 1947; (2)En. Sec. 2, Ch. 52, L. 1917; re-en. Sec. 6614, R.C.M. 1921; re-en. Sec. 6614, R.C.M. 1935; Sec. 72-657, R.C.M. 1947; R.C.M. 1947, 72-656, 72-657.

69-14-922. Action by shipper to render cars suitable. (1) In case such railroad or railway company shall fail within 24 hours after written complaint has been made by the shipper or his representative to clean and safely cooper such car or cars, then such shipper or his representative shall have authority to enter upon such car or cars and properly and safely cooper and clean the same. Said railroad or railway company shall pay for the labor expended in such repairs at the rate of $3 per 8-hour day and the actual cost of material used, providing that such charge shall in no case exceed $5 for each car so coopered.

(2) In case any car or cars are placed at a station or siding where there is no representative of said railroad or railway company upon whom complaint may be served, then and in such case the shipper or his representative may at once enter upon the said car or cars and clean and make such repairs as are necessary and shall be paid for the labor and material expended, as provided in subsection (1).

History: (1)En. Sec. 3, Ch. 52, L. 1917; re-en. Sec. 6615, R.C.M. 1921; re-en. Sec. 6615, R.C.M. 1935; Sec. 72-658, R.C.M. 1947; (2)En. Sec. 4, Ch. 52, L. 1917; re-en. Sec. 6616, R.C.M. 1921; re-en. Sec. 6616, R.C.M. 1935; Sec. 72-659, R.C.M. 1947; R.C.M. 1947, 72-658, 72-659.

69-14-923. Demurrage not to accrue during repairs. It is further provided that no demurrage shall accrue or be collected for the time elapsing while such car or cars are being repaired or cleaned or coopered in accordance herewith.

History: En. Sec. 5, Ch. 52, L. 1917; re-en. Sec. 6617, R.C.M. 1921; re-en. Sec. 6617, R.C.M. 1935; R.C.M. 1947, 72-660.

69-14-924. Liability of railroad for repairs. Any person making the repairs upon or cleaning or coopering the cars of any railroad or railway company as herein provided may recover the amounts expended therefor in an action at law upon the refusal of the railroad or railway company to reimburse him.

History: En. Sec. 6, Ch. 52, L. 1917; re-en. Sec. 6618, R.C.M. 1921; re-en. Sec. 6618, R.C.M. 1935; R.C.M. 1947, 72-661.

69-14-925. Enforcement of provisions related to suitable cars for commodity shipments. It is hereby made the duty of the commission to enforce the provisions of 69-14-921 through 69-14-924.

History: En. Sec. 7, Ch. 52, L. 1917; re-en. Sec. 6619, R.C.M. 1921; re-en. Sec. 6619, R.C.M. 1935; amd. Sec. 20, Ch. 315, L. 1974; R.C.M. 1947, 72-662.

Part 10

Railroad Personnel

69-14-1001. Protection of employees affected by closure of station or other facility. (1) Whenever any railroad, as defined in 69-14-101(2)(b), is granted the authority to close a railroad station or facility by order of the commission, it shall be incumbent on the commission to require employee protection. Before the commission may approve closure of a station or facility, it shall require from the railroad an agreement to protect employees affected by the closure by providing jobs equal in nature and pay to the job held by the employee for the 6 months prior to such closure. The equal job and pay agreement must be in effect for a period of 4 years or, in the alternative, the number of years the employee has been employed prior to closure, whichever is shorter.

(2) Notwithstanding any other provisions of this section, an agreement pertaining to protection of the interests of affected employees may be entered into between the railroad and duly authorized representatives of the employees.

History: En. Sec. 1, Ch. 377, L. 1973; R.C.M. 1947, 72-169.

69-14-1002. Compensation of employees on removal of railroad division point or terminal. (1) Except as provided in subsection (2), when any railroad or railway company operating its line of road in, into, or through the state shall move any of its division points or terminals, it shall be liable to any employee of such railroad or railway company for any damage sustained by such employee by reason of any decrease in value of any real property actually occupied by such employee as his place of residence, which decrease in value shall be caused by reason of the removal of such division point or terminal; provided, such employee shall have in such property so damaged an estate of freehold. Such damages shall be collectable in any court of competent jurisdiction.

(2) When any railroad or railway company in good faith determines upon a change or removal of any division point or terminal and in good faith posts prominently about its station house, shops, and yards a statement of its intention to do so, in such manner as to give reasonable notice thereof to such employee, it shall not be liable, as hereinbefore provided, for any decrease in value of any interest in any property purchased after the time of such posting provided that such division point or terminal shall be changed or removed within 6 months after the date of such posting.

History: (1)En. Sec. 1, Ch. 159, L. 1921; re-en. Sec. 6623, R.C.M. 1921; re-en. Sec. 6623, R.C.M. 1935; Sec. 72-666, R.C.M. 1947; (2)En. Sec. 2, Ch. 159, L. 1921; re-en. Sec. 6624, R.C.M. 1921; re-en. Sec. 6624, R.C.M. 1935; Sec. 72-667, R.C.M. 1947; R.C.M. 1947, 72-666, 72-667.

69-14-1003. Railroad personnel as law officers. Every conductor, engineer, or other person in charge of the operation of cars, trains, or locomotives upon any railroad is, while so engaged or employed, hereby constituted a public executive officer of the class of peace officers and of the grade of a constable in each county wherein his train, cars, or locomotives may from time to time happen to be and is hereby given the same authority as other peace officers to, with or without a warrant, arrest and prosecute persons violating any provision of sections 1 and 2, page 150, Laws of 1899. The persons mentioned herein shall not be entitled to receive fees for any arrest or prosecution which may be made or prosecuted under sections 1 and 2, page 150, Laws of 1899. None of the persons herein named shall be authorized to hold said office or exercise its functions unless at the time he shall be a citizen of the United States and shall have been a citizen of this state for at least 1 year next preceding his exercising the functions thereof.

History: En. Sec. 3, p. 150, L. 1899; re-en. Sec. 8884, Rev. C. 1907; re-en. Sec. 11570, R.C.M. 1921; re-en. Sec. 11570, R.C.M. 1935; Sec. 94-35-203, R.C.M. 1947; redes. 72-672 by Sec. 29, Ch. 513, L. 1973; R.C.M. 1947, 72-672.

69-14-1004. Penalty for intoxication while engaged in train operations. Every person who is intoxicated while in charge of a locomotive engine while as conductor or driver upon any railroad car or train, whether propelled by steam or otherwise, or while acting as train dispatcher or as telegraph operator receiving or transmitting dispatches in relation to the movement of trains is guilty of a misdemeanor.

History: En. Sec. 690, Pen. C. 1895; re-en. Sec. 8521, Rev. C. 1907; re-en. Sec. 11253, R.C.M. 1921; Cal. Pen. C. Sec. 391; re-en. Sec. 11253, R.C.M. 1935; Sec. 94-35-109, R.C.M. 1947; redes. 72-671 by Sec. 29, Ch. 513, L. 1973; R.C.M. 1947, 72-671.

69-14-1005. Medical aid for injured trainmen. (1) In case any railroad trainman or employee of any railroad doing business in this state shall be injured during his regular course of employment, any employee of said railroad is hereby empowered and authorized to call upon and retain the services of the nearest practicing physician or surgeon to care for and treat any such injured trainman or employee, during and until such time as one of the regularly employed and paid physicians or surgeons of such railroad corporation is able to render such service.

(2) In cases where the services of any physician or surgeon other than the regularly employed physician or surgeon of the railroad corporation are retained and hired, as provided in this section, such physician or surgeon shall be compensated and paid a reasonable fee for such services performed by him.

(3) If any railroad corporation refuses or neglects to pay for the services of any such physician as hereinbefore provided for within a reasonable time after such physician or surgeon has rendered the services therefor, such railroad corporation shall be guilty of a misdemeanor.

History: (1)En. Sec. 1, Ch. 95, L. 1909; amd. Sec. 1, Ch. 45, L. 1921; re-en. Sec. 6602, R.C.M. 1921; re-en. Sec. 6602, R.C.M. 1935; Sec. 72-645, R.C.M. 1947; (2)En. Sec. 2, Ch. 95, L. 1909; re-en. Sec. 6603, R.C.M. 1921; re-en. Sec. 6603, R.C.M. 1935; Sec. 72-646, R.C.M. 1947; (3)En. Sec. 3, Ch. 95, L. 1909; re-en. Sec. 6604, R.C.M. 1921; re-en. Sec. 6604, R.C.M. 1935; Sec. 72-647, R.C.M. 1947; R.C.M. 1947, 72-645, 72-646, 72-647.

69-14-1006. Liability for death or injury to railroad employees. (1) Every person or corporation operating a railroad in this state shall be liable in damages to any person suffering injury while he is employed by such person or corporation so operating any such railroad or, in case of the death of such employee, instantaneously or otherwise, to his or her personal representative, for the benefit of the surviving widow or husband and children of such employee and, if none, then of such employee's parents and, if none, then of the next of kin dependent upon such employee, for such injury or death resulting in whole or in part from the negligence of any of the officers, agents, or employees of such person or corporation so operating such railroad, in or about the handling, movement, or operation of any train, engine, or car on or over such railroad or by reason of any defect or insufficiency, due to its negligence, in its cars, engines, appliances, machinery, track, roadbed, works, boats, wharves, or other equipment.

(2) (a) In all actions brought against any such person or corporation so operating such railroad, under or by virtue of any of the provisions of this section, the fact that the employee may have been guilty of contributory negligence shall not bar a recovery, but the damages shall be diminished by the jury in proportion to the amount of negligence attributable to such employee; provided, that no such employee who may be injured or killed shall be held to have been guilty of contributory negligence in any case where the violation by such person or corporation, so operating such railroad, of any statute enacted for the safety of employees contributed to the injury or death of such employee.

(b) An employee of any such person or corporation so operating such railroad shall not be deemed to have assumed any risk incident to his employment when such risk arises by reason of the negligence of his employer or of any person in the service of such employer.

(3) Any contract, rule, or device whatsoever, the purpose or intent of which shall be to enable any such person or corporation so operating such railroad to exempt itself from any liability created by this section, shall, to that extent, be void. In any action brought against any such person or corporation so operating such railroad, under or by virtue of any of the provisions of this section, such person or corporation may set off therein any sum it has contributed or paid to any insurance, relief benefit, or indemnity that may have been paid to the injured employee or the person entitled thereto on account of the injury or death for which said action is brought.

History: (1)En. Sec. 1, Ch. 29, L. 1911; re-en. Sec. 6605, R.C.M. 1921; re-en. Sec. 6605, R.C.M. 1935; Sec. 72-648, R.C.M. 1947; (2)(a)En. Sec. 2, Ch. 29, L.

1911; re-en. Sec. 6606, R.C.M. 1921; re-en. Sec. 6606, R.C.M. 1935; Sec. 72-649, R.C.M. 1947; (2)(b)En. Sec. 3, Ch. 29, L. 1911; re-en. Sec. 6607, R.C.M. 1921; re-en. Sec. 6607, R.C.M. 1935; Sec. 72-650, R.C.M. 1947; (3)En. Sec. 4, Ch. 29, L. 1911; re-en. Sec. 6608, R.C.M. 1921; re-en. Sec. 6608, R.C.M. 1935; Sec. 72-651, R.C.M. 1947; R.C.M. 1947, 72-648, 72-649, 72-650, 72-651.

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